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A SELECTION OF NEWSPAPER ARTICLES ENTITLED SESQUICENTENNIAL SCRAPBOOK

Which Appeared in Many of the Newspapers of Indiana During the 150th Anniversary Celebration of the State.

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By James M. Guthrie

Published by the
Indiana Sesquicentennial Commission, 1966

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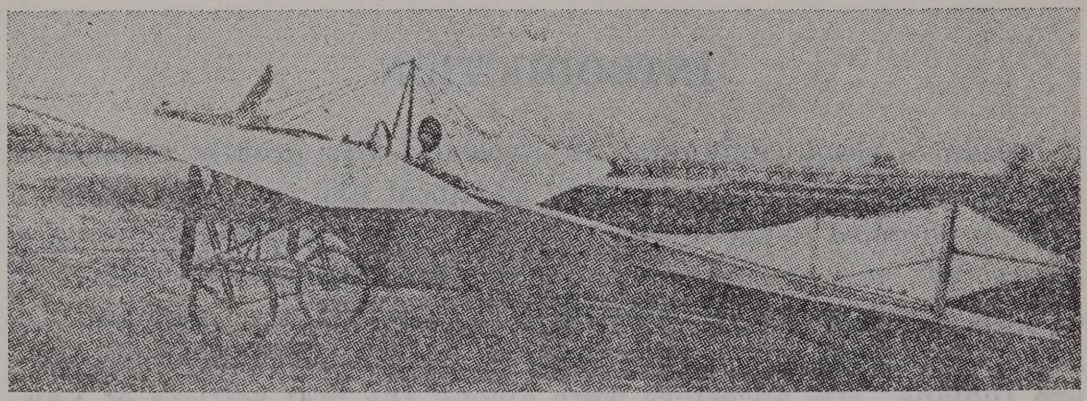
INTRODUCTION

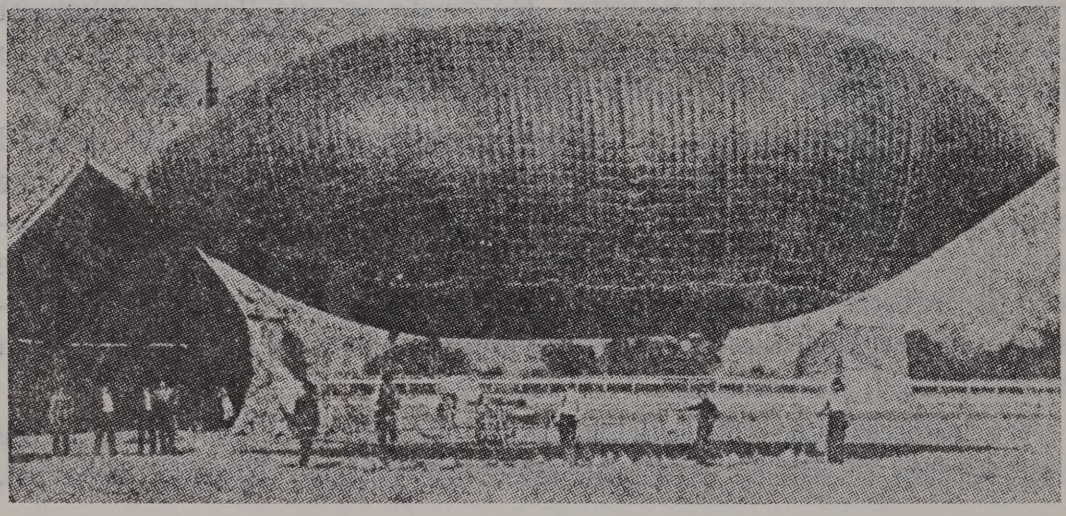
Indiana's sesquicentennial of statehood has greatly stimulated Hoosier popular interest in state and local history. The series of articles supplied to the newspapers under the title, *Sesquicentennial Scrapbook,* both encouraged this interest and helped to satisfy it. *Sesquicentennial Scrapbook* author, James Guthrie, Assistant Director, Indiana Sesquicentennial Commission, is a product of southern Indiana. His ancestors were among the first settlers of Lawrence County. A banker by profession, Guthrie made history his avocation. He has served several terms as president of the Lawrence County Historical Society. He wrote an excellent supplement to the existing county history. Under the title, *Tales from a Long Bow,* he supplied a bi-weekly historical column to newspapers.

With this background, it is not surprising that he was invited to join the Indiana Sesquicentennial staff. Nor, considering the popular response to the *Sesquicentennial Scrapbook,* is it surprising that the Commission decided to publish a selection of these articles in booklet form. Jim Guthrie writes with zest and enthusiasm. Under his talented touch, yesterday comes alive. He has a basic concern for accuracy.

We believe that this collection will be useful in the schools. We believe that it will be a popular addition to many Hoosier libraries.

HUBERT H. HAWKINS
Director, Indiana Historical Bureau
Secretary, Indiana Historical Society





Upper—Ray Harroun, "Bedouin of the Racetrack" in his monoplane at Indianapolis in 1910. The plane had an aluminum fuselage, 18 h.p. engine.

Lower—G. L. Bumbaugh's dirigible balloon, "The Indianapolis Star" at the Speedway, 1910. (Photos courtesy Earl Anderson, Indianapolis)

THE AEROPLANE

In the spring of 1910 the Indianapolis Motor Speedway was the location of what was referred to as the largest "nest" of aviation enthusiasts in the country.

All during the winter of 1909 and '10, men and women were busy putting together spherical balloons, dirigibles and airplanes for flight in the fair spring and summer months of 1910. Nine airplanes were built or being built in April. The largest dirigible balloon in America was housed at the Speedway aerodrome.

The racetrack infield was the largest enclosed aviation grounds in the world.

Carl G. Fisher, one of the avid enthusiasts and president of the Aero Club of Indiana, was building flying machines in his garage and had three ready to fly. His machines, it was said, were a cross between the Farnam and Curtis types. They were biplanes of 32 foot wingspan, the planes (wings) being six and a half feet wide. They weighed 550 pounds and had seventeen horsepower motors especially designed by W. W. Hall, of the National Motor Vehicle Company. Rudders were located sixteen feet back of the planes—"farther back than on the Wright machines." The tilting planes or alerons [sic], as they were then called, were modelled after the Curtis types. G. L. Bumbaugh, recognized as the most experienced aviator in Indiana, said the Fisher planes "flew like old mother eagles."

G. L. Bumbaugh (referred to as "Captain" by his friends) was a hot-air balloon "parachute leaper" who by 1910 had graduated to the "science" and practice of balloon "boating." At his home on North Illinois Street in Indianapolis, the Captain had a regular airship factory and built about a half dozen "sphericals" a year. His residence was crammed with ropes, ballast bags, anchors, cloth, varnish, baskets, and "merry widows." The last named devices were special valves for releasing gas from the tops of balloons—keeping them from filling out too much or for releasing gas for descent.

Bumbaugh had built America's largest dirigible and kept it at the Speedway aerodrome. It was called "The Indianapolis Star" and its gas bag was 106 feet long by 32 feet in diameter. The Captain said it would lift seven tons when inflated with hydrogen

gas. In 1910 he was building a dirigible bag for the Crawford brothers of Connersville.

Many pilots of heavier-than-air craft and balloonists had "roosts" at the Speedway "nest." Much discussed were the merits and drawbacks of such aeroplanes as the Fisher, Bleriot, Curtis, Wright and home-designed and built jobs. Many enthusiasts were waiting to get into the airplane and flying sport but the biggest drawback was the lack of an instructor in Indiana.

Glen H. Curtis was in Indianapolis often and helped the Indiana Aero Club. His advice to fledglings was that they should first learn to glide.

"Glide, glide, keep on gliding," said he.

It was necessary that men learn to do something that they had never done before—to keep calm and be able to think while falling through the air. Curtis advised would-be pilots to get a glider, like a big box kite, and by running and jumping off a cliff or very steep hill, students could get accustomed to the sensation of falling through space.

"To overcome the sensation of falling was the secret of flying; its vital secret," he advised. "When an airplane engine stopped in flight, the average man would panic and crash, when he could have safely manipulated his planes and glided back to ground."

Hoosier pilots-in-training were building box-kite gliders and practicing on Michigan Hill and other precipices around the countryside, getting accustomed to pit-of-the-stomach nausea.

At that early date, model airplane buildings contests were being held and encouraged and it was stated that for the first time toys, models, and playthings were leading the way in building a practical vehicle for mankind.

From June 13 to 18, 1910, the undisputed kings of the air, the Wright brothers of Dayton, Ohio, put on an airshow in Indianapolis. They said for the first time in aviation history, they had from five to eight machines in the air all at once. Ninety-five thousand dollars was raised to get them here.

According to the *Indianapolis Star* of April 17, 1910, the first flyers of Indiana were as follows:

Carl G. Fisher, president of the Aero Club of Indiana, who owned several planes of his own design.

Dr. Goethe Link, secretary of the Aero Club, who was a converted spherical balloon fan.

Captain G. L. Bumbaugh, the most experienced aviator in the state and builder of balloons and dirigibles.

Joseph Curzon, owner of a Farnam biplane. Curzon made the first flight from the Speedway port and had flown his plane in a show at Rheims, France.

Charles Grout, at that time building a new biplane.

Q. G. Noblitt, also building a biplane.

W.W. Hall, of the National Motor Vehicle Co., builder of new plane motors.

Russ J. Irvin, owner of spherical balloons.

Ray Harroun, race driver, then building a biplane and learning to fly.

AGER

A high birthrate allowed mankind to exist in Hoosier pioneering days. Babies were born at twice the rate they are today (and died much faster too). To appreciate the things we now have it is sometimes necessary to think about the very grim facts of life which were ever present in the days of our forefathers. Reading gravestones in an ancient cemetery will show the mortality rate in pioneer days.

Indianapolis was founded about 1820 in one of the most miserable locations that could have been picked. Luxuriant foliage and trodden-down plants underwent decomposition with accompanying vile odors. Domestic animals sickened and died and soon people came down with "fevers." An epidemic started in cabins near the river and spread. Between July and October, everyone in the village had suffered from "intermittent" and "remittent" fevers and about one out of eight were dead. Serious consideration was given to the removal of Indiana's new capital from the wilderness back south to civilization.

Hindostan, the county seat of Martin County, once bid fair to becoming the largest inland town in southern Indiana and had a population, it is estimated, between 1,500 and 2,000. In 1826 an epidemic of "fevers" struck and in a few short weeks the town was obliterated. It was said that for days there were more dead than alive in the village. At a burying ground on the side of a nearby hill a single marker was erected to show where the victims were buried—if they were buried.

Fevers, the ague and the shakes were endured by almost all. The "ager" was serious but not often fatal, and it was a strange ailment. There were many different kinds of ager; the three best known were called Dumb, Shaking and Chill Fever.

Some people had their ager in the morning, some at noon and some in the afternoon. Seldom did anyone have it after eight o'clock at night. A few had ager every day and could set their clocks by their attacks while others had a remittent type which hit every other day. Still others had chills one day and fever the next.

Until an immunity was built up against the shakes, people had to schedule their work and appointments around ager time.

Oldsters said "children were born with it," "cattle leaned against the fence and shook with it" and "even an Indian dog had the malady." Occasionally a poor devil would have the ager so badly he would "shake so hard he'd rattle the dishes on a log cabin wall."

An ager attack came on with yawning and stretching and a feeling of being conked out. Fingernails turned blue and there came sensations of chilling, increasing until the teeth began to chatter. Then the chills increased until the victim literally shook all over and would continue shaking for as long as an hour. When the chilling subsided the ager turned into fever which generally was accompanied by a headache and perhaps a backache, which continued until there was copious sweating and a return to normal. Then, and only then, could an ager victim begin to stir himself around and get back about his business.

To a stranger the malady could look quite serious but people accepted it and would simply say, "Ah, he ain't sick, he's only got the ager." But the poor victim was weak, lanquid and felt pretty stupid and sore. His eyes has "too much white" and his ears had "too much roar." He was sallow and jaundiced and he staid that way until finally, after months and months of experiencing his "shakes," he got over the ager.

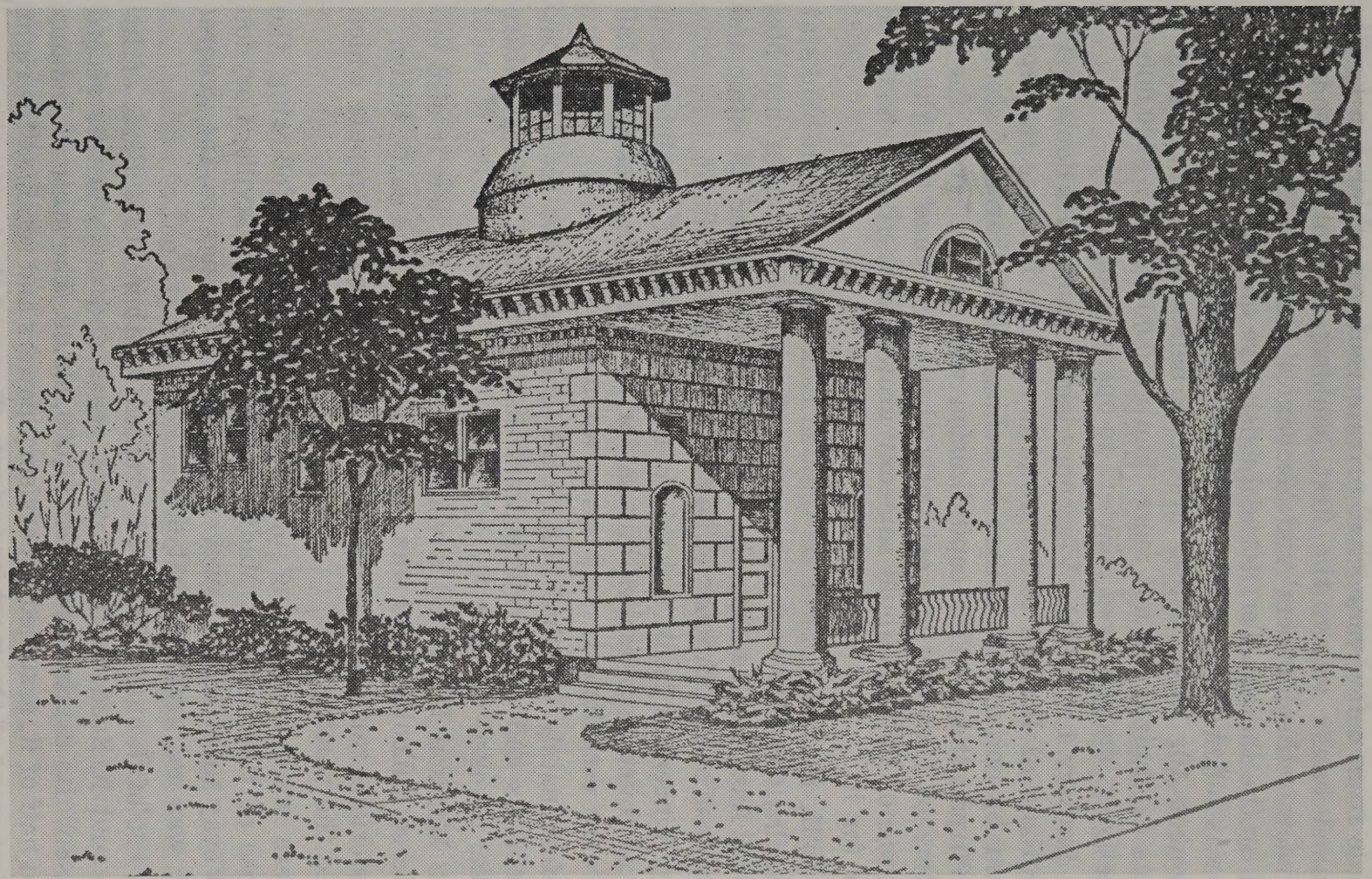
BANKS

Indiana has been blessed with some of the nation's finest bankers and generally the men and women of this profession have been honest, industrious and of the highest caliber.

Banks came to the rescue of Governor Whitcomb during the Mexican War and furnished money for the state at a time when it was totally insolvent.

Hoosier banker, J. F. D. Lanier, came to the aid of Governor Morton and made it possible, financially, to put Indiana in the forefront during the Civil War.

Banker Hugh McCulloch was Comptroller of the Currency and



Old State Bank Building, Vincennes.
(Photo courtesy Hoosier Gas Corporation, Vincennes, Indiana)

did more than any other man to establish this nation's National Banking System.

Aside from a few very small private ventures which can hardly be called banks today, the first banking institution set up in Indiana was the Farmers' and Mechanics' Bank at Madison, chartered by the Indiana Territorial Legislature on September 6, 1814. This was followed closely by The Bank of Vincennes, chartered on September 10, 1814. These first two banks were authorized to become capitalized for not more than $750,000.00 and $500,000.00, respectively, and received charters to operate until 1835.

On January 1, 1817, the Vincennes bank changed its name to The State Bank of Indiana and was authorized to increase its capital account by one million dollars by selling 1,000 shares of stock at $100.00 per share. This capitalization was far too great for the economy of that day but evidently there was some thought that the state of Indiana would someday grow and the bank should be ready for it.

In 1821, the State Bank of Indiana established branch banks at Brookville, Corydon and Vevay and offered the Farmers' and Mechanics' Bank at Madison the option to come under its wing and become one of its branches. The Madison people declined.

The Vincennes bank was given the privilege of establishing a total of fourteen branches but as far as is known these were all that were established.

Unfortunately the first state bank got itself into trouble. Embezzlements and other crimes were discovered and the legislature of 1822 revoked its charter.

The Madison Bank had a very reputable record but it also encountered difficulties and was out of business in the early 1820s.

Historians say "the banks went out in a blaze of disrepute which stirred the whole state."

There were no banking institutions in Indiana following the collapse of the banks at Madison, Vincennes, Brookville, Corydon and Vevay until 1834; however, the need of banks by the general public was not great in that day.

An act of January 28, 1834, created another State Bank of Indiana and it lived for twenty-five years and made a fine record for itself. Its capital stock was $1,600,000.00. The state of Indiana owned half of it, assumed supervisory powers and retained the right to select some of the most important officers of the institution.

Of all the businesses the state of Indiana got itself into in the

period of the first constitution, the State Bank of 1834 was the only one which could be called successful.

The bank was set up with its main office in Indianapolis and ten branches located throughout the commonwealth. The main office did only supervisory work and was not a lending institution nor was it a bank of issue. Its first president was Samuel Merrill and the main office was located in the center of the circle in Indianapolis.

The ten branches were located in Indianapolis, Lawrenceburg, Richmond, Madison, New Albany, Evansville, Vincennes, Bedford, Terre Haute and Lafayette. These branch banks did commercial banking, including the issuance of notes (paper money) and gave a great impetus to the business of the state. They worked closely in an organization whereby each was responsible for the others in a sort of "insurance" program which guaranteed that the insolvency of one would be made good by the others. It worked beautifully. By 1835 the State Bank had paid-in capital in the amount of $800,000.00.

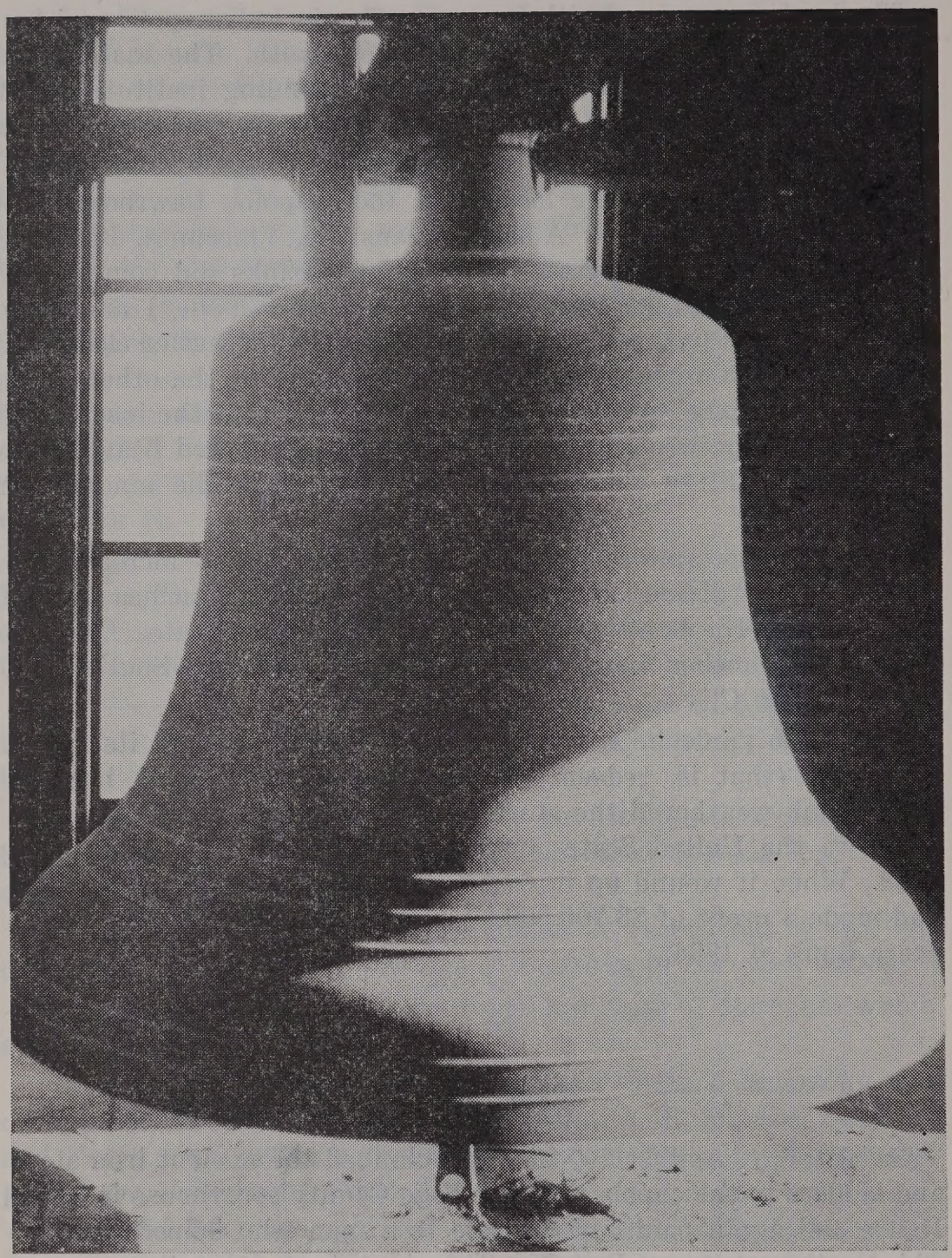
In 1836 the capital stock was authorized to be increased to $2,500,000.00—divided equally among the various branches so that ownership of the bank was spread throughout the state. By 1838 additional branches were established in Fort Wayne, South Bend and Michigan City.

A terrible panic in 1837 forced the bank to suspend its specie payments (that is, redeem its paper money with coin) but the State Bank weathered the storm and continued as one of the best banks in the United States until the expiration of its charter in 1859. When it wound up its business affairs, the state of Indiana had made a profit of $3,700,000.00 on its share of ownership in the State Bank of 1834.

THE BELL

On Tuesday, August 10, 1965, we climbed the ancient iron steps and ladders to the cupola atop the Vigo County courthouse in Terre Haute and again paid our respects to a man who helped free the Old Northwest from Britain. This is not an adventure recommended for everyone as the steps are steep and the cupola about nine stories high.

At the top we saw THE BELL—the bell that Joseph Maria Francesco Vigo, United States citizen, desired Vigo County re-



The Vigo Bell, cupola of Vigo County Courthouse, Terre Haute, Indiana
(Photo J. M. Guthrie, 8-10-1965)

ceive from his estate. Some time ago we stood reverently at his grave in Vincennes and paid our silent tribute to Francis Vigo.

Who was he, and why was this bell hung in the courthouse? The story is worth repeating, again and again.

Vigo was born on December 3, 1747, in Mondovi in the Piedmont region of the Sardinian states of Italy. As a young man he enlisted in the Spanish army and was sent to Cuba, later to New Orleans and took part in the Spanish occupation of what was to become known as our Louisiana Territory.

After military service he stayed in America and engaged in the fur trade far up the Mississippi River. He was in St. Louis by 1772, and later engaged in a secret partnership with Spanish Governor, Fernando De Leyba.

When Lieutenant Colonel George Rogers Clark appeared unexpectedly in Kaskaskias and other old French settlements along the Mississippi in 1778, Vigo befriended him and gave all possible support to the American cause. It was Francis Vigo who spied on Henry Hamilton and his army at Vincennes, and it was from his intelligence report that Clark was able to formulate plans and successfully take Vincennes from the British in February 1779.

Vigo was very wealthy and gave a great deal of credit and financial assistance to Clark. Without this aid Clark could not possibly have been victorious.

Some time before 1783, Vigo moved to Vincennes, became an American citizen and established that place as headquarters for his extensive fur trade. He became very successful and had fleets of large boats which penetrated into remote regions of midwestern America. He travelled everywhere among the savages and was never harmed. He said he never lied to or cheated an Indian.

Vigo married Elizabeth Shannon, daughter of one of General Clark's officers. She died in 1818 and left no children.

He served the American cause diligently. When the 1st Regiment of the first American army, following the Revolution, came to Vincennes in 1787, he befriended and aided General Harmar, its commander. Later he made loans of money, men and food and gave other assistance to Major John F. Hamtramck's poor soldiers who served in this far western outpost of the United States and kept the troops from starvation.

Francis Vigo was a spy for "Mad" Anthony Wayne and helped in the campaign which ended with the treaty at Greenville. He later represented his wilderness country's interests by going to Phila-

delphia for conferences with President Washington on a number of matters.

When the Indiana Territory was formed, Vigo befriended the new Governor, William Henry Harrison, and turned over his mansion to Harrison for his use until Grouseland could be built.

Vigo took great civic interest in Vincennes and Indiana. For many years he served on the board of Indiana's first university at Vincennes. Though said to be illiterate and only able to sign his name, Vigo donated books to a Vincennes library he helped establish in 1806.

The influx of large numbers of people into southern Indiana spelled doom for Vigo's trading enterprises. He had been forced by the British in Detroit to pay a vast sum of money for his physical release when they arrested him there in retaliation for his services to Clark in the Revolution. He was never able to get repayment from the Federal Government for money and credit extended to Clark. These and other reverses broke Vigo.

In his old age Francis Vigo was penniless and depended upon charitable friends for bread. He was hopeful, always, that the United States Government would repay him and made several petitions to the Congress, to no avail.

In his will he requested that if the Government ever saw fit to repay, then $500.00 of the money should be spent to purchase a bell for the county which was named in his honor.

He died penniless at the home of a friend on March 22, 1836, and was buried in a pauper's grave. The Vincennes funeral director who buried him was not paid for his services or for the casket in which Vigo was buried.

Many years later a hitherto neglectful government finally paid Vigo's "heirs" the money and interest which was owed. The interest was far more than the principal and sadly, of no possible use to Francis Vigo. His creditors were paid—even the heirs of the undertaker who had buried him. Vigo County got its bell. And there it hangs, high above Terre Haute to this day. It still booms out the hours but Francis Vigo never heard it and many of those for whom the bell tolls never heard of Francis Vigo, American.

BOUNDARIES

A boundary line is very easy to draw on paper and most are first done in this manner. A boundary line doesn't mean too much until it is actually run and marked, and people know exactly where it is. They aren't easy to establish and cause a considerable amount of trouble.

The Indiana-Kentucky boundary was fixed when Kentucky became a state in 1792, and it was supposed to be the low water-mark on the northwestern shore of the Ohio River. This line has caused agonies for years, as the Ohio River doesn't stay in the same place and no one knows where it meandered in 1792. In 1875 the trouble was so great that Kentucky appointed D. N. Walden of Henderson County, Ky., and Indiana appointed August Pfafflin of Evansville, as commissioners to determine the states' boundaries. They worked a good part of the summer of 1875 and, as instructed, used as their guide a Government survey of 1806. Pfafflin and Walden wound up giving Kentucky a lot more land than Indiana wanted to surrender, so their work came to naught. The southern boundary of Indiana was disputed; cases went to the Supreme Court and battles have ensued—and still do. For general purposes the Kentucky-Indiana line is simply the north bank of the Ohio which is all right for geography books but of little help to communities and private owners of land involved. In 1904 the United States Supreme Court decreed, in a controversy over the question of jurisdiction on the Ohio River, that Indiana has "as much power—legislative, judiciary, and executive, as that possessed by Kentucky, over so much of the Ohio River as flows between them." The battle continues.

The Indiana-Ohio line was set up when Indiana became a state in 1816, by a survey run by William Harris of Indiana and marked by him in 1817. In 1837 the governors of Indiana and Ohio appointed commissioners John A. Watson and M. T. Williams to again locate the exact line and a beginning point on the Ohio River. They appointed a surveyor, Nathaniel L. Squibb, and the three established a point on the Ohio using field notes of Israel Ludlow written in 1798.

Squibb, Watson and Williams set up a freestone marker on the Ohio River bank and started north. When they came to the road between Elizabethtown, Ohio, and Lawrenceburg, Indiana, they set up a second stone, then proceeded north to Michigan.

In 1891 Ohio requested a new survey and the entire line was rerun. The old marker on the Ohio riverbank could not be found, so

they used the second stone as a starting point. Indiana came out second best in this rerun, as it was determined that about 100 square miles of land thought to be in Indiana should be in Ohio. There has been quite a hassel over this boundary.

The Indiana-Illinois line had been more or less established by the Ordinance of 1787 and was due north from the Wabash River at St. Vincents (Vincennes). Illinois and Indiana agreed on the Wabash River as the boundary up to Vincennes and in 1821 decided to mark the line northward from there. Samuel McClintoc of Illinois and John Tipton of Corydon were appointed commissioners to do the work; John McDonald was hired as surveyor. In the summer of 1821, McClintoc, Tipton, McDonald and company began their survey from a point across the Wabash from the courthouse in Vincennes and went due north to Lake Michigan. In 1928 the beginning marker which they had set on the Wabash riverbank was dug up and placed on a permanent foundation. Later this due north line from Vincennes was changed as it crossed the Wabash too many times and was confusing. The Wabash River became the Indiana-Illinois boundary line as far north as Vigo County.

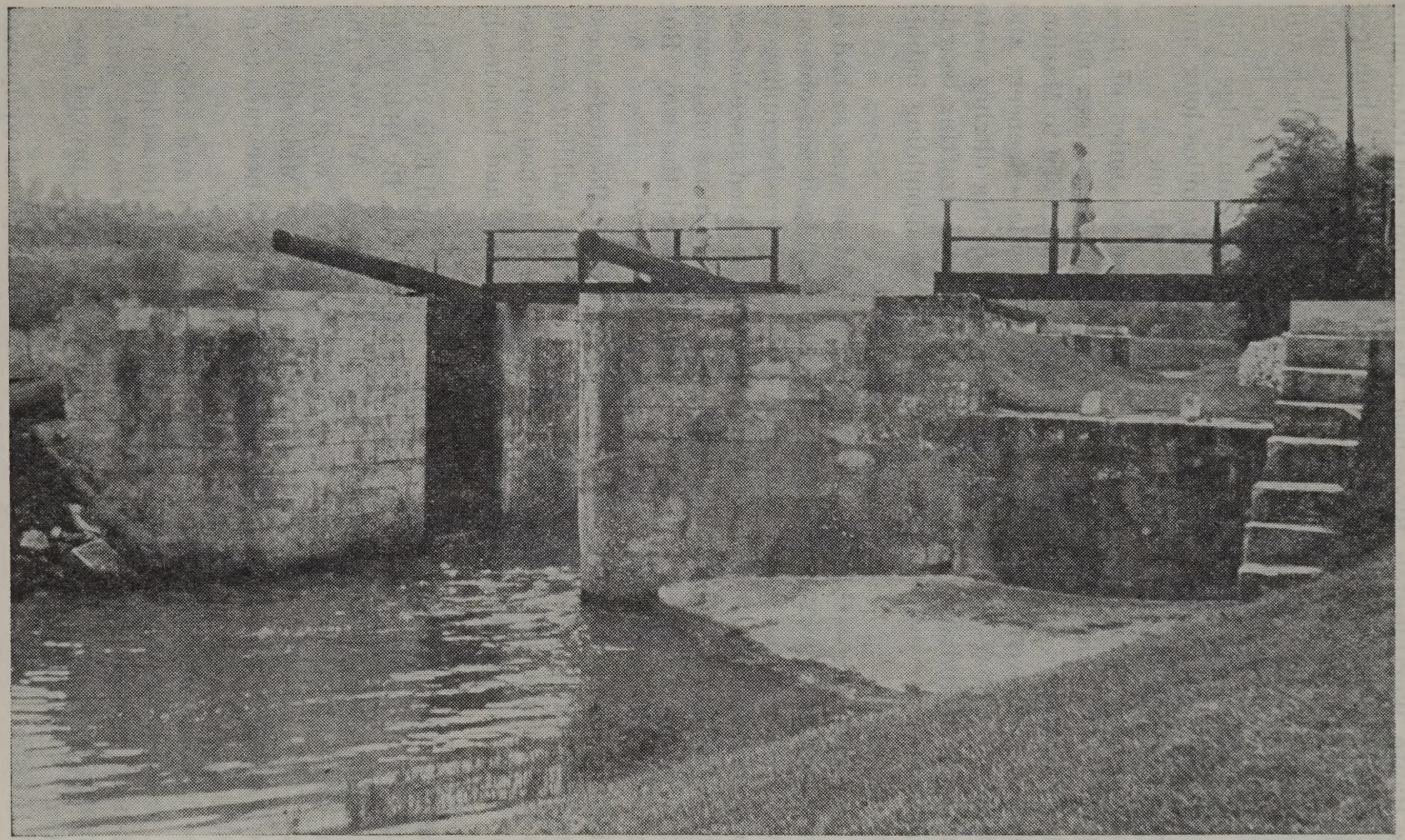
John Tipton, the Indiana commissioner on this 1821 project, kept a journal of his experiences and tells of adventures along the route. The party visited Chicago when it was a village of about ten houses and an army post. Tipton said that the northwest corner of Indiana "falls off into pond and marshes that never will be of much service to our state. . . ." His diary should be read by every Hoosier boy and girl.

The Indiana-Michigan line was not run by either a Hoosier or Michigander. Surveyor-General Edward Tiffin appointed E. P. Hendricks of Chillicothe, Ohio, to do the work and he was not accompanied by a commissioner from either state. His line was approved by the Indiana Assembly in January, 1828. It too has come in for its share of litigation.

CANALS

Through the heart of Indianapolis today runs a small portion of the Central Canal, one of the last vestiges of a partially completed man-made waterway in Indiana. The canal dates back to the 1830's.

One of the most stupid projects ever engaged in by Hoosiers was the financing and construction of canals, including the longest one ever built in the United States. This was the Wabash and Erie and ran from Toledo on Lake Erie through Ft. Wayne, Huntington, Wa-



Lock of the Whitewater Canal, Metamora, Indiana
(Photo by J. M. Guthrie, 1962)

bash, Peru, Logansport, Delphi, Lafayette, Covington, Clinton, Terre Haute, Worthington, Bloomfield, Washington, and Petersburg to Evansville—a total distance of over 450 miles. Three hundred eighty miles of it were in Indiana. Nor were these two the only canals built in Indiana. The Whitewater (portions of which still exist) was constructed from Lawrenceburg on the Ohio, to Harrison, Brookville, Metamora, Laurel, Connersville, Cambridge City and Hagerstown. The Whitewater was sixty-nine miles long and an extension to Cincinnati made it one hundred and one.

The Central Canal was partially built—some 24 miles of it—reaching from eight miles north of Indianapolis to sixteen miles south. This was in addition to other diggings from Peru to Marion, Anderson, Noblesville, Indianapolis, Martinsville, Spencer and Worthington. Four hundred seventy-two miles of big ditches were actually dug in Indiana and 385 miles more were on drafting boards and had been surveyed to be built when the canal-building bubble broke.

In the beginning—the late 1820s—transportation was so bad in the midwest and farm market places so inaccessible, it was obvious something had to be done. Although railroads were beginning to show promise and good highways had been constructed since before the days of the Romans, Indiana thought its fate hung on a canal system. New York's successful Erie Canal showed the way. But some people of Indiana got carried away.

With the help of the Federal Government, which allocated almost 1½ million acres for such projects, Indiana began building canals, locks and dams in 1832. Before it was over the state had borrowed close to 13 million dollars and became completely and hopelessly insolvent.

The first packet boat operated on the Wabash and Erie on July 4, 1836, running between Ft. Wayne and Huntington. By 1843 boats were being pulled from Maumee Bay to Lafayette. All over the state, canals became the rage and considerable use was made of them. They brought thousands of settlers to the Midwest, and opened markets for farmers and mills when no other means of transportation was available.

The heyday of canal operation was between 1847 and 1856. In 1852 tolls and rents reached a high of $190,400. In addition to furnishing freight and passenger service, canals provided water for many mills and factories. In this respect they proved most beneficial to the state.

All Hoosier canals were dug the hard way as no power equipment

was available in the 1830's and 40's. Most excavating was done with pick, shovel and wheelbarrow by hundreds of German and Irish immigrants who were brought in by contractors to do the work. It has been said that one laborer died for every six feet of canal built.

Water was generally furnished from dams across convenient streams and transported by means of "feeder" ditches. Wherever a canal crossed a creek or river (invariably at a different level) it was necessary to build a bridge or aqueduct and canals crossed through a flume. The covered wooden canal bridge across St. Mary's River at Fort Wayne was 204 feet long, bearing an estimated weight of 500 tons of water. There were many locks, as these were necessary to change water level through hills and valleys.

By 1856 the Wabash and Erie was open from Toledo to Evansville, a total distance of 452 miles, and became the longest artificial waterway in the country. Unfortunately constant troubles beset it and it was closed in many sections almost as soon as it was completed.

The canals were doomed to failure from the beginning. They could be used but part of the year at best. Storms and floods caused much damage, interruption of use and forced costly repairs. Politics, embezzlements and chicanery caused much financial loss. Service was poor and too slow. Low water was as bad as floods. Railroads and highways came into existence and gave faster and more dependable service in all seasons. By 1875 canals were through and the last section of the Wabash and Erie, in the Lafayette region, was discontinued.

CHOLERA—Morbus & Asiatic

Cholera was probably the most dreaded disease that could hit a community in the early days of our state—though there were many others. It hit fast, killed in hours and left horror, destruction, desolation and despair in its wake. There was no escape from cholera except to flee from it and most did.

Dr. Thomas Mitchell wrote:

"The pestilence stalks in the midnight gloom
And mantles the gay with the pall of the tomb.
Nor beauty nor youth from its clutch can flee
It kills on the land, it blasts on the sea."

Cholera spread to the United States from Europe in 1830 and by 1832 was in Indiana. Twenty-two deaths occurred in Madison in the

fall of that year, having been brought in from Cincinnati where there were 351 deaths in three weeks. It slowly worked northward over Indiana and, in 1833, grew much worse. In Salem 113 died (population then was 800). At Greensburg thirty deaths occurred in a matter of hours. At New Castle sixteen out of 150 settlers died in a few days. Sixty-two died in a month in Indianapolis.

Governor Noah Noble proclaimed June 26 as a day for fasting, prayer and discussions about how to protect the public against cholera. Learned doctors were helpless and some of their prescriptions are pathetically laughable to us today. Many still thought bleeding a victim was the best possible relief. If the pulse was so imperceptible that blood could not be withdrawn from an arm the doctor took it from a jugular vein.

From Bloomington came this report: "On August 10, as . . . church-goers passed the residence of George Johnson . . . Anneka, the colored family servant, was seen gathering fuel to start the dinner fire. At two o'clock, the same church-goers and other persons were giving her a hasty burial. Between the hours of 10 A.M. and 2 P.M. she had been stricken and had died of cholera, and her hurried funeral testifies to the extreme alarm that possessed the town."

The college at Bloomington was hastily dismissed and students left—mostly on foot—to escape the scourge, shouting, "Good bye cholera, good bye," One student died in Martinsville on his way home. And he probably died alongside the road, as no one was foolhardy enough to take cholera victims into his house. There were no hospitals or clinics and certainly cholera was not wanted in a hotel.

People in excellent health were suddenly stricken. First symptoms were a feeling of uneasiness and a craving for water with inward burning sensations. Vomiting followed and severe intestinal spasms were experienced. Then the circulation slowed, skin became cold and lifeless, the eyes sunk, and collapse followed. Death could come quickly or it could linger.

In large communities the bravest men got drunk and carried the dead to graveyards. Often they dragged bodies from their beds by ropes and hastily buried them. Sometimes they were still alive so it became the practice to burn the skin with a hot iron and if a blister formed, the victim was still alive.

The pestilence struck Madison again in 1835 and fifteen people died in one day. It spread again, then tapered off for some time but in 1848 was back. Large cities were the worst hit. St. Louis lost 4,500 people. New Orleans counted dead at 300 per day; Evansville

had 150 dead; New Albany forty; Salem thirty. Little Napoleon lost thirty-five. At the Indiana State Medical Society meeting in May, 1851, Dr. George Sutton of Aurora reported, "Out of ninety-seven people in the infected districts of Aurora fifty-one died, while 1,600 out of the population of 2,000 left town."

In Winchester six people died before the first could be buried. Near Lynn, two small boys buried their father because there was no one who could or would help. At burials friends and relatives dared get no closer to a grave than across the road from the cemetery.

At Madison: "The Board of Health of the city of Madison informs the public that on Sat. the 24th inst., three cases of cholera appeared, all of which died on the same day. . . ."

The best possible thing to do was to take flight when cholera appeared. No one knew what caused it, when it would hit or what could be done about it. There were no hospitals, few doctors worthy of the name, no drugs, and no knowledge of diseases. Filth and putrefaction were accepted by everyone. Eight to fifteen occupants in small, unventilated and poorly-heated homes were most common. Overeating and food contamination were the order of the day. It is no wonder that one Hoosier doctor's advice to the family of a cholera victim was to "give this medicine every hour until he dies."

Good old days? We have no conception of how lucky we are to be in Indiana in 1966 instead of 1816.

CIVIL WAR

(From an article by Carl A. Zenor, Director, Indiana Civil War Centennial Commission.)

The nation has been engaged in many wars, police actions and conflicts but none worse than the Civil War. In this war Americans were pitted against Americans; consequently more of our citizens died and suffered than in any other conflict.

More Hoosiers gave their lives to defend our country during the Civil War than in all others combined. A larger percentage of Indiana boys volunteered for service than those in any other state. Over 208,000 Hoosiers fought in the Union Army and of these more than 12% met death—24,416 fatalities in this four-year conflict. One hundred thirty-six Indiana regiments saw service and eleven of them had more than 30% fatalities—killed in action or dead from disease.

Statistics get dull but when we think of them in terms of lives lost, human suffering and widows and fatherless children, they begin to take on meaning.

Indiana troops participated in 308 engagements during the Civil War, starting with Philippi, Virginia, on June 3, 1861, and ending, finally, at Palmetto Ranch, Texas, on May 13, 1865. Indianians were in the forefront from the first to the very last. The last soldier killed in combat was a Hoosier.

Most companies were organized within communities of Indiana. As soon as 100 men had signed a Company's roll, an election was held to choose officers. Upon reporting to a place of rendezvous they were organized into regiments of 10 companies each and mustered into federal service. Regimental officers were appointed by the Governor.

Normally a few days were taken up in assembling various companies into regiments, completing rosters, outfitting them as well as possible, and then they were sent to fight. A limited amount of drill without arms and some guard duty was about all that was required in training. Drill was more or less voluntary.

Once in the field men quickly learned soldiering or they didn't learn at all. Adjustments were speedy. There was no basic training, there were no shots, no obstacle courses or physical fitness tests. Quite often they were provided with scanty uniforms and very poor weapons.

Soldiering was not, is not, all fighting. Adjustment to camp life was a big step in the life of a Civil War soldier. He didn't know what a mess hall was and usually a group of a half dozen would mess together, simply pooling their rations and taking turns doing the cooking. There was a lot of scrounging for non-issue food. Nearby gardens and hencoops were in jeopardy.

Most Hoosiers were farmers when the Civil War came along and soldiering was alien to them. Almost none had a military background and those who had quickly became commissioned officers. Army life was a giant step for backwoods farm boys; routine camp life was deadly with monotony and boredom, homesickness, poor sanitary conditions and the coarseness and filth of army living.

A typical day of a Hoosier in camp consisted of:

Reveille at sunrise
Breakfast at 7 a.m.
Guard Mount at 9 a.m.
Police Call at 9:15
Drill at 10

Recall at 11:30
Dinner Call at 12:30
Drill at 2 p.m.
Recall at 4
Dress Parade at 5
Supper Call at 5:30
Retreat at sunset
Tatoo at 8:45
Taps at 9

Some statistics again. The "average" Hoosier soldier in the Civil War was a farm boy, 22 years old, 5 feet 8 inches tall, light complexioned, with dark hair and blue-gray eyes.

Most joined as a patriotic duty and to preserve the Union.

They didn't have a USO and they didn't have star-studded shows. They fought, suffered privation and disease, often went hungry, were poorly housed and didn't know what a family allotment was, but a very high percentage had the courage to stick with it and reenlist after their original time was up. Our grandfathers had their full share of courage.

CLARK'S GRANT

Almost everyone who owns land in Indiana has an abstract which traces the previous titleholders to his property back to the time it was owned by the United States Government and an original land grant was made by a president.

There is one spot in the state however, over which the Federal Government has never had jurisdiction. If you live in the general vicinity of Clarksville, your property probably is in this category.

It came about by the granting of land to George Rogers Clark and members of his little army in the 1780s before the Northwest Territory was established. The Federal Government and the Territorial Government never made any claim on this grant of land. The Supreme Court of Indiana, in 1822, made a decision to the effect that the right of soil to this tract remained in Virginia, and that Congress had "never attempted to make any regulation respecting the lands in the grant" nor "had the United States in any instance, claimed the right to legislate on the subject." It is the one spot in Indiana over which the United States has never had jurisdiction.

Following Clark's conquests the state of Virginia in 1781, gave his army one hundred and fifty thousand acres of land "in such

place on the northwest side of the Ohio as the majority of officers shall choose." Clark had, in 1779, been given a tract of land two and one-half leagues square, by chiefs of the (as he called them) Pi-yanke-shaw Indians. He elected to let this land be used by his men as the Indians would give immediate and peaceable possession.

In the apportionment of land in Clark's Grant in 1784, Clark received 8,049 acres, each of his captains received 3,234 acres, each lieutenant, 2,156, each sergeant 216 and each private, 108.

The much larger amounts which went to officers seems unfair, but in reality this was just. None of the officers had ever been paid anything for their services while the men had been permitted on two or three occasions to divvy up considerable booty acquired from the enemy. Clark said that when they divided up the plunder captured from Lieutenant-Governor Hamilton in Vincennes and from his supply boats along the Wabash, his soldiers became "rich." The booty there was valued at over $50,000.00.

Actually, the land grant was very poor pay for officers and men. The little worth of lands at that time can be determined by a search of old records of Clark County where you can find transfers of 100 acres in 1799 for $200.00; the conveyance of two lots in Clarksville for $15.00 in 1800; 500 acres for 62 pounds, 10 shillings; 500 acres for $100.00, etc.

Most of the soldiers who received land never occupied it and sold their titles as soon as possible. They were from Virginia and Pennsylvania, for the most part and had no desire to try to live among the Indians north of the Ohio.

Clark attempted to hang onto his property and built his only home in Clarksville, to be near it and to use it. But Clark was "land poor" and unable to acquire anything, as his creditors took his chattels as soon as he could acquire them. For years the holdings of Clark and his men were unsalable and little use could be made of the land.

Clark, in 1805, petitioned Congress for an equivalent amount of land or "such other relief as may seem proper" to repay him for giving his own land to Virginia, but his petition was rejected, as were all others he presented to try to get some compensation for the loss of his fortune during the Revolution.

An advertisement in the Vincennes *Western Sun,* in 1807, tells the story. Advertised in that issue were some 165 names of owners of land in Clark's Grant—persons who had failed to pay taxes—and the Territorial Government was forced to advertise their property for sale. Among those names we find G. R. Clark and 2,205 acres of his land.

COUNTIES OF INDIANA

Listed here are the counties of Indiana, their county seats, the date of organization and the origin of their names (though no authorities agree on anything but the county names):

ADAMS—Decatur—2-7-1835—For President John Quincy Adams

ALLEN—Ft. Wayne—12-17-1823—For Col. John Allen, killed at River Raisin.

BARTHOLOMEW—Columbus—1-8-1821—For Gen. Joseph Bartholomew, wounded at the Battle of Tippecanoe

BENTON—Fowler—2-18-1840—For Thomas H. Benton, U. S. Senator

BLACKFORD—Hartford City—2-15-1838—For Judge Isaac Blackford

BOONE—Lebanon—1-29-1830—For Daniel Boon(e)

BROWN—Nashville—2-4-1836—For Gen. Jacob Brown of War of 1812

CARROLL—Delphi—1-7-1828—For Charles Carroll, signer of the Declaration of Independence

CASS—Logansport—12-18-1828—For Gen. Lewis Cass, Governor of Michigan

CLARK—Jeffersonville—2-3-1801—For Gen. George Rogers Clark

CLAY—Brazil—2-12-1825—For Senator Henry Clay

CLINTON—Frankfort—1-29-1830—For DeWitt Clinton, Governor of New York

CRAWFORD—English—1-29-1818—For Col. William Crawford, burned at the stake in 1782

DAVIESS—Washington—2-24-1816—For Col. Jos. H. Daviess, killed in the Battle of Tippecanoe

DEARBORN—Lawrenceburg—3-7-1803—For Gen. Henry Dearborn, Sec. of War

DECATUR—Greensburg—12-31-1821—For Commodore Stephen Decatur

DEKALB—Auburn—2-7-1835—For German nobleman, Baron DeKalb

DELAWARE—Muncie—1-26-1827—For Delaware Indian tribe (an earlier Delaware County was formed 1-20-1820)

DUBOIS—Jasper—12-20-1817—For Toussaint Dubois, who served under Wm. Henry Harrison

ELKHART—Goshen—1-29-1830—For the river Elkhart

FAYETTE—Connersville—12-28-1818—For Gen. Lafayette

FLOYD—New Albany—1-2-1819—For Col. John Floyd of Kentucky

FOUNTAIN—Covington—12-30-1825—For Major Fountain of Kentucky, killed at Ft. Wayne in 1790

FRANKLIN—Brookville—2-1-1811—For Benjamin Franklin

FULTON—Rochester—2-7-1835—For Robert Fulton

GIBSON—Princeton—4-1-1813—For Gen. John Gibson, official of Indiana Territory

GRANT—Marion—2-10-1831—For Samuel and Moses Grant, killed by Indians in 1789

GREENE—Bloomfield—1-5-1821—For Gen. Nathaniel Greene, of American Revolution

HAMILTON—Noblesville—1-8-1823—For Alexander Hamilton

HANCOCK—Greenfield—1-26-1827—For John Hancock, first signer of the Declaration of Independence

HARRISON—Corydon—12-1-1808—For Gen. Wm. Henry Harrison, 1st Territorial Governor of Indiana

HENDRICKS—Danville—12-20-1823—For Indiana Governor, William Hendricks

HENRY—New Castle—12-31-1821—For Patrick Henry, Governor of Virginia

HOWARD—Kokomo—1-15-1844—For Tilghman A. Howard, Indiana statesman (Originally Richardville County, named for Miami Chief, Richardville)

HUNTINGTON—Huntington—2-2-1832—For Samuel Huntington, signer of the Declaration of Independence

JACKSON—Brownstown—1-1-1816—For General Andrew Jackson

JASPER—Rensselaer—2-7-1835—For Sgt. Jasper, killed at Savannah

JAY—Portland—2-7-1835—For John Jay, Governor of New York

JEFFERSON—Madison—11-23-1810—For President Thomas Jefferson

JENNINGS—Vernon—12-27-1816—For Jonathan Jennings, Indiana's first governor

JOHNSON—Franklin—12-31-1822—For Judge John Johnson, one of Indiana's 1st Supreme Court Judges

KNOX—Vincennes—6-30-1790—For Gen. Henry Knox, first Secretary of War (first county)

KOSCIUSKO—Warsaw—2-7-1835—For Gen. Kosciusko, hero of the Revolution

LAGRANGE—LaGrange—2-2-1832—For Lafayette's home, near Paris

LAKE—Crown Point—1-28-1836—For Lake Michigan

LAPORTE—LaPorte—1-9-1832—A French term meaning "the door"

LAWRENCE—Bedford—1-7-1818—For Capt. James Lawrence, War of 1812

MADISON—Anderson—1-4-1823—For President James Madison

MARION—Indianapolis—12-31-1821—For Gen. Francis Marion of the Revolution

MARSHALL—Plymouth—2-7-1835—For Chief Justice John Marshall

MARTIN—Shoals—1-17-1820—For Maj. John T. Martin, of Kentucky

MIAMI—Peru—1-30-1833—For Miami Indians

MONROE—Bloomington—1-14-1818—For President James Monroe

MONTGOMERY—Crawfordsville—12-21-1822—For Gen. Richard Montgomery, killed at Quebec

MORGAN—Martinsville—12-31-1831—For Gen. Daniel Morgan of the Revolution

NEWTON—Kentland—2-7-1835 (Reorganized 12-8-1859)—For Sgt. John Newton of the Revolution

NOBLE—Albion—2-7-1835—For Noah Noble, Governor of Indiana

OHIO—Rising Sun—1-4-1844—For the Ohio River (smallest county)

OWEN—Spencer—12-21-1818—For Col. Abraham Owen, killed at Tippecanoe

ORANGE—Paoli—2-1-1816—For Orange County, North Carolina

PARKE—Rockville—1-9-1821—For Benjamin Parke, first Territorial delegate to Congress

PERRY—Cannelton—11-1-1814—For Commodore Oliver H. Perry

PIKE—Petersburg—12-21-1816—For Gen. Zebulon Pike, killed in War of 1812

PORTER—Valparaiso—2-7-1835—For Commodore David Porter, War of 1812

POSEY—Mt. Vernon—11-1-1814—For Thomas Posey, last governor of Indiana Territory

PULASKI—Winamac—2-7-1835—For Count Casimer Pulaski, killed in Revolution

PUTNAM—Greencastle—12-31-1821—For Gen. Israel Putnam of the Revolution

RANDOLPH—Winchester—1-10-1818—For Thomas Randolph, killed at Tippecanoe

RIPLEY—Versailles—12-27-1816—For Gen. E. W. Ripley of War of 1812

RUSH—Rushville—12-31-1821—For Dr. Benjamin Rush

SCOTT—Scottsburg—1-12-1820—For Gen. Charles Scott, of Indian Wars

SHELBY—Shelbyville—12-31-1821—For Isaac Shelby, of American Revolution

SPENCER—Rockport—1-10-1818—For Capt. Spier Spencer, killed at Tippecanoe

STARKE—Knox—2-7-1835—For Gen. John Starke, victor at Battle of Bennington

ST. JOSEPH—South Bend—1-29-1830—For St. Joseph, husband of Virgin Mary

STEUBEN—Angola—2-7-1835—For Baron Von Steuben of the Revolution

SULLIVAN—Sullivan—12-30-1816—For Daniel Sullivan, killed by Indians

SWITZERLAND—Vevay—10-1-1814—For Switzerland

TIPPECANOE—Lafayette—1-20-1826—For Tippecanoe River and battleground

TIPTON—Tipton—1-15-1844—For Gen. John Tipton, U. S. Senator

UNION—Liberty—1-5-1821—Named for the union of the states

VANDERBURGH—Evansville—1-7-1818—For Henry Vanderburgh, a Territorial judge

VERMILLION—Newport—1-2-1824—For Vermillion River

VIGO—Terre Haute—1-21-1818—For Col. Francis Vigo, outstanding pioneer

WABASH—1-20-1820 (reorganized 1-30-1833)—For Wabash River

WARREN—Williamsport—1-19-1827—For Gen. Joseph Warren, killed at Bunker Hill

WARRICK—Boonville—3-9-1813—For Capt. Jacob Warrick, killed at Tippecanoe

WASHINGTON—Salem—12-21-1813—For President George Washington

WAYNE—Richmond—11-27-1810—For Gen. Anthony Wayne, hero of Fallen Timbers

WELLS—Bluffton—2-7-1835—For Capt. Wm. Wells, killed in Ft. Dearborn Massacre

WHITE—Monticello—2-1-1834—For Col. Isaac White, killed at Tippecanoe

WHITLEY—Columbia City—2-7-1835—For Col. Wm. Whitley, killed at Battle of the Thames

DAN PATCH

On the morning of July 11, 1916, the most famous race horse in the world, Dan Patch, became violently ill. He refused to lie down and stood until his legs buckled and he fell heavily in his stall, never to rise again.

Down on his side and with death near, his fleet legs began to pace and they moved at a record breaking clip for a full quarter of a minute. Then they gradually slowed and finally stopped and the great one died.

He was twenty years old. Within twenty-four hours his owner, Marion W. Savage died too.

They cut out Dan's heart and found it weighed over nine pounds —almost twice that of an average horse. But Dan Patch was all heart for all of his life and was the most popular race horse of all time.

He never lost a race. He was so good it got so people wouldn't bet against him and no other horse could match him, so often he ran alone on a track. He just ran against time. But all this was over half a century ago and most people don't know about things like that now.

Dan Patch was born on a cold December morning in 1896 in Kelly's Livery Stable in Oxford, Indiana, in Benton County. He was a colt out of Zelica by Joe Patchem and his owner was an Oxford storekeeper, Dan Messner.

Some forty-eight weeks earlier Messner had taken Dan's mother over to Chabanse, Illinois, to Joe Patchem in the hope that from these two would come a fine pacer. Messner was disappointed with the result at first for the colt was not pretty and he was not built right, or so they thought. But Messner was fond of this animal and broke him and gave him daily workouts out past Benton High School and on into the country.

John Wattles, a colt handler from Oxford, was Dan Patch's first real trainer and drove him in his maiden race at Boswell. The stallion was four years old and the year was 1900. He won by an eighth of a mile. Jim Stephen, his groom, was mighty proud.

Then they ran him at county fairs over Indiana and it didn't matter whether the pacers were running in Crawfordsville, Terre Haute or Lafayette—he beat them all. He ran in the Clay County Fair at Brazil and in Frankfort and several other places and was so good that one of the nation's great reinsmen, Myron E. McHenry, was hired to train him.

In 1901 Dan Patch went on the Grand Circuit and was up against the finest pacers in North America in Windsor, Ontario in July. He won and went on to Detroit, Cleveland, Buffalo and over the country.

After his 1901 season he was sold by owner Messner to M. E. Sturgis for $20,000.00. Sturgis ran him for a season and sold to Marion Willis Savage, a feed company owner from Minnesota. The price was a record-breaking $60,000.00.

McHenry, the reinsman went along on these sales but parted company with Savage in late 1903 and in his place came Harry C. Hersey, an unknown farm boy.

Hersey drove Dan Patch on the red track in Lexington in 1905 and established a record 1:55¼ for the mile. It stood for thirty-two years.

In 1906 Hersey and Dan Patch did a mile in Minneapolis in 1:55 flat but the U. S. Trotting Association never did recognize it. Dan Patch was covering ground at the rate of 45.91 feet per second that day.

Billy Direct finally equalled this feat in 1938. Adios Harry did it again in 1955. People followed Dan Patch around like they would a movie idol and often acted like maniacs as they tried to pluck hairs from his mane and tail, or pulled roses from floral horseshoes about his neck but he was gentle and intelligent and loved exhibitions.

They brought him back home to Indiana to the state fair on occasions and he toured the country making personal appearances.

This steed liked to go! And he went so well he earned about $2,000,000.00 for his owners.

When they put Dan Patch out for stud he continued exhibition paces and that was rather unusual. Once he and his son, Dazzle Patch, went an eighth of a mile together in 13 seconds—a terrific 1:44 clip.

They said he was mahogany colored and grew from an ungainly, brown colt into a magnificant animal. A lot of beautiful horse flesh has come out of Indiana—a lot of record holders too—but there has been only one Dan Patch and he never lost a race.

"DEEP IN THE HEART OF TAXES"

Like most everything else the art of extracting taxes has improved over the years. Perhaps it might be of some interest to learn of tax paying in the state of Indiana one hundred and fifty years ago.

Then the chief source of revenue was from land. Taxes were based on a sliding schedule instead of appraisements. Real estate was somewhat loosely classified as first, second and third rate and the tax on these, respectively, was $1.50, $1.00 and 75¢ for each one hundred acres. The three classes were determined by the quality of land and distance from towns or rivers.

Government lands, as they were sold, were exempt from taxation for five years so the state of Indiana received no taxes from Government lands sold to citizens from statehood until at least 1821. For the first five years, therefore, Indiana enjoyed no increased income from taxes on real estate. After 1821, however, as the Government five-year limits on land ceased, the revenue began to pick up.

Governor Ray, in 1825, estimated that by 1826 almost a half million acres would be added to Indiana's taxables—which was a considerable help to the infant state's treasury. Total tax income to the state in 1822 was just $41,085.00 and by 1830 had only risen to $65,344.48.

Indiana did collect taxes on things other than real estate. Owners of bank stock were required to pay twenty-five cents on each $100.00 par value. There was a most unpopular poll tax of fifty cents on each adult male who was of sound mind and not a pauper. Poll tax was never a popular one with Hoosier males—it is a relic of old English vassalage.

Following are some of the taxes collected by the counties in early Hoosier history:

On a horse or mule	37½ cents
Work ox	18¾ cents
Two-wheel pleasure carriage	$1.00
Four-wheel carriage	$1.50
Brass clock	$1.00
Gold watch	$1.00
Silver watch	25¢
Liquor license	$ 5.00 to $25.00
To vend merchandise	$10.00 to $50.00
Ferry license	$ 2.00 to $20.00

It surely was not too difficult for treasurers to compute taxes in the early days, although they did have to accept Spanish bits and other foreign coinage which was legal tender.

In 1835 the list of personal taxables was increased by the inclusion of a most unpopular household goods tax. A law was also passed requiring land to be appraised for tax purposes, rather than simply classifying it in the old 1, 2, 3 manner.

That same year the unpopular poll tax on males was increased to 75¢ and half of it went to the county, half to the state.

Assessment doesn't necessarily mean collection—in the early days or now. Some people didn't care to pay taxes, even under threat of penalty, and some people wouldn't stay still long enough for the sheriff or his deputy to catch up with them to collect. If payment of taxes was not made, notices were sent to delinquents informing them that the sheriff or his deputy would be at the voting place of a township at a certain time to receive tax monies. If a person failed to appear and pay, it was then necessary to go to the sheriff and pay at his home.

The system didn't work and in 1825 Hoosier laws required the tax collector to call upon the citizen at his place of residence, if he failed to make it on his own. This worked with some but not others for in the early 1820s it was calculated that about 20% of taxes due went entirely uncollected. Some people lived in such remote areas that the tax collectors couldn't find them, or they were so insignificant they weren't worth going after.

Tax collecting has improved in a wonderful fashion but so have our services, needs and demands.

ELECTRIC RAILWAYS

Lafayette was the first city of Indiana to have a completely electrified street railway system (in 1888).

South Bend had experimented with an electric street car in 1882, but there was insufficient current to move it more than a few feet. Three years later South Bend engineer, Charles Van Depoele, had a car running a couple of miles but the line reverted to mule power when power and equipment proved too expensive.

By 1893, there were 173 miles of electric cars operating on streets of Hoosier towns and electric railroads got under way. There were 92 miles of horse and mule car lines operating that year.

Charles L. Henry, owner of the Anderson mule line, coined the name "interurban" for electric railways operating between towns. Henry's Union Traction Company ran the first interurban (between Anderson and Alexandria) on 1 January 1898. This company's car was the first designed for interurban use. By this date many places in Indiana had electric street railways replacing their old mule cars—Hammond, Whiting, East Chicago, Madison, Washington, Marion, Anderson, New Albany and Brazil among them.

By 1899, more than 100 miles of interurban lines were under construction between towns. There were lines going in between Alexandria and Summitville, Elwood and Alexandria, South Bend and Elkhart via Mishawaka and from Elkhart to Goshen. Indiana really began to take to electric cars and trains.

The first "windsplitter" to enter Indianapolis came in on the Indianapolis, Greenwood and Franklin Railroad on January 1, 1900. By the end of that year there were 678 miles of electric railway operating 671 motor and 308 trailer cars. And there were still seven miles of mule lines with 13 cars going.

Before the interurban craze was over—and it hit like a meteor and died a painful death—there were about 200 operating companies; 250 with incorporation papers filed and another 250 companies which tried to start. Just like canal companies and steam railroad companies, they went big in Hoosierdom. Indianapolis built the largest interurban depot in the world. It had a 9-tract shed, a 3-shed freight depot and a 9-story office building (1904).

By 1908, over 2,300 miles of "traction" lines operated in Indiana and services began to be very good indeed. Equipment became plush and it was possible to travel almost anywhere over connecting roads. Speeds were terrific for that day and Hoosiers could get around the state faster and more comfortably than they ever had —or do now (on public conveyances).

There was much friction between electric lines and steam railroads—like who had the franchise between points, who paid for crossings, bridges and the like. But they worked it all out. Some city officials didn't want interurbans coming down their main streets and court battles were fought over such things. In Crawfordsville, city police and firemen fought a pitched battle with interurban construction crews coming down Main Street, but lost. The "speeders" went into Crawfordsville.

Lines were first designed to carry only passengers but as time went on there arose a need for baggage, express and freight hauling. The lines then went into those businesses—and more and more into competition with steam railroads.

In the beginning electric lines tried to operate with batteries but that didn't work out. Power sources were many and eventually, they more or less standardized with a.c. at 25 cycles (either 3300 or 6600 volt) or with d.c. at 600, 1200 or 1500 volts. As time went on, companies eventually purchased power from utilities at 60 cycles a.c.

Invariably, interurbans were built paralleling rail lines or highways. They seldom took off cross country on their own.

In 1909, it was estimated that an electric railway cost about $25,000.00 per mile to build and equip. Some companies thought they could operate a car for 16¢ a mile. All sorts of groups built electric railways and invested fortunes in the business. At Winona, a church assembly owned and operated one. It took a court order to make them operate on Sundays.

By 1914, there were 2,318 miles of interurbans in Indiana, and they operated 1,229 passenger, 363 freight and 78 mail-baggage-express cars. Sixty-seven counties of the 92 had electrical rails! Only Bedford, Bloomington and Bicknell—of the towns over 5,000 population—never had interurbans (though several were projected through).

The big trouble with "windsplitters" was that most of them should never have been built. They were too expensive and business just wasn't there for them. Failures began in days following World War I. Many couldn't pay the interest on their debts. Railroad competition was tough, always, but when gasoline buggies, trucks and busses began to appear, electrics had had it. They began consolidating and the loss-lines folded. The first big interurban failure was the Goshen, South Bend and Chicago line in November 1917.

Among the large electrics in Indiana were the Indiana Railroad, The Interstate Union Traction and South Shore. As late as 1935, Indiana Railroad put on 10 lightweight cars and installed Railway Post Office service in some places. But electrics were through.

A six-week strike, in 1937, crippled them and they never recovered. More and more abandonments followed and then the Securities and Exchange Commission forced separation of utility companies (which owned many) and electric railways. That did it. Indiana Railroad had a line running from Indianapolis to Seymour at the very last and in September, 1941, their only two operating electric cars smashed head on into each other!

There's still an electric line operating on a large scale in Indiana. It is the South Shore, in the far northern part of the state. It was once an interurban line but is now an electric railroad. Yes, it still hauls passengers (out of Chicago) but it ain't interurban in the true sense.

Most people living in Indiana today never saw an interurban in operation, although Indiana was the interurban capital of the world.

How about the horsedrawn cars? The last one was between Brownstown and Ewing and it gave out in 1916.

FAUNA

Perhaps some knowledge of creatures native to early Indiana would be of interest. There are many available references to wildlife but few better than the account of David Thomas, written in the first year of our state's history.

Among birds especially noticed by Thomas were a few which are no longer here. He was quite taken with the many flocks of beautiful parroquets (parakeets) and said of them: "though they excel all the birds of this country in beauty of plumage—their scream is so discordant, and their fierceness of disposition so apparent, as to preclude every sentiment of attachment. The strength of their necks is remarkable. . . . with wings and feet tied they can climb trees by striking their bills into the bark." He said parroquets were about the size of pigeons.

Thomas also wrote of the prairie hen, drumming pheasant, large blackbird, land plover or rain bird, "turkies," turkey buzzard, little yellow bird, crane, blue-jay and redwing starlings. He stated that there were many pelicans on the Wabash, having come up from the Mississippi "where they were so common." One taken at Vincennes had a distensible gular "pouch with a 10-quart capacity."

He said the sandy hill crane stood between 5 and 6 feet in height and was "a match for any dog." Of these sandy hill cranes, Thomas said he saw large flocks on the prairies and they were very wild, noisy and fierce. Robbins and red-headed woodpeckers were numerous; he mentioned hen hawks, wild geese and ducks aplenty. Passenger pigeons were here by the billions. He did not mention eagles although there were many here. He did state that he had never seen a loon on Indiana rivers.

While buffalo were once numerous in this region—and were primarily the big, black, woods variety, now almost extinct, Thomas stated, "The Buffalo has totally abandoned our country." He adds, "But the Elk still remains in many places."

"The porcupine has been seen in this country, but is very scarce," he wrote.

"The prairie wolf is numerous. In size, it is a medium between the red fox and the common grey wolf. The colour is grey. Its ears are sharp and erect like those of the fox. Unless several are in company, it is not destructive to sheep, but it destroys lambs and young pigs. On Christmas day, 1816, thirteen were killed on Fort

Harrison Prairie [Terre Haute] without firing a gun. During the same winter, there were about thirty killed on Union Prairie, by running them down with dogs and horses. It is very resolute when attacked and unable to escape; no dog alone is able to subdue it. In the summer season it is not to be seen; but in winter it frequents the prairies in great numbers."

Most readers would probably be surprised to learn that coyotes are coming back into southern Indiana now that deer have been re-introduced. Coyotes have been found recently on the Crane Depot, according to Woodrow W. Fleming of the Department of Natural Resources.

"The grey and the black wolf are also natives. Whether these are different species or not, I must leave undetermined."

"The fresh water clam or muscle(sic) is so plenty, as to be gathered and burnt for lime. Twenty years ago, I am told, no other kind of lime was procured," said this writer of 1816.

"In the more clayey parts of these prairies [of Indiana], we saw heaps of earth as large as a bushel, which are inhabited by a little animal of the mole kind. We found none of the proprietors abroad, and we were not prepared for invasion. Their name in this quarter is gopher. Perhaps gauffre. They burrow under ground and live on roots; and are called gauffre by the French settlers."

Whether Thomas was referring to groundhogs or moles or prairie dogs we can only conjecture—particularly when he, in another place stated, "The prairie squirrel in size and colour nearly resembles the grey squirrel, but the legs are shorter. It is only found in those districts [the prairies] and burrows like the prairie wolf."

Thomas continued, "The deer, the elk, the wolf, the bear, inhabit the woods. The panther has been rarely discovered, but the wild cat is numerous." Further, "It appears that the time has been, when the bee was not known in our country. The old French settlers saw none . . . Another correspondent says, 'Bees are very plenty in the woods; and as the Indians here call them white people's flies, it is believed that they are not natives'. Great quantities of honey have been found in the woods above Fort Harrison. One man found twelve bee-trees in less than half a day."

FOREIGNERS

Most of the early settlers of Indiana were from the upper South and constituted the important element of the state's population. As time went on, however, their numbers declined, proportionately, and continued to do so.

The 1860 census was the first to show the distribution of foreign-born persons in Indiana. It reveals some rather interesting information about us.

For instance, the Germans were by far the largest foreign-born nationality group. As early as 1850, Germans constituted well over half of the foreign-born in Indiana and by 1860, their numbers had doubled.

Over half of the "foreigners" lived in the southernmost counties and almost half the population of Vanderburgh County was composed of newcomers to the U. S. Allen County in the northern part of the state was second and Marion, in the central portion, was third in percentages of these people.

More research reveals that this pattern remained true throughout the country and in the one hundred and forty years of heaviest immigration Germans led the pack! During that period 8.8 millions of them came to the United States. Prussia sent Indiana the most, followed by Bavaria and Baden. Wherever they settled they set up their institutions, Old-World villages and customs. Before 1850 there were many in the Whitewater Valley in the eastern part of the state. Dubois County showed remarkable population growth as the great tide of German immigration started. Oldenburg, Ferdinand and Jasper were said to be replicas of German towns. "Ferdinand," said one traveler, "was a completely Catholic German village, protected and governed by the church that crowns the hilltop." A traveler across the state about that time said that he thought the land was inhabited by no one but Germans and did not hear a word of English spoken from Madison to Ferdinand.

Most of these immigrants were very poor but amongst them were skilled carpenters, shoemakers, tailors, blacksmiths and coopers. An industrious kind of people, they soon made the land bloom and flower.

A fairly numerous group, known as "Fortyeighters" were of a more prosperous German class and they came into Indiana for political reasons.

Most Germans were against slavery and a majority were Catholic. They retained their German nationalistic spirit and developed their own press in every German settlement. Some of their straight-laced Protestant, Hoosier neighbors, did not approve of their beer and wine drinking, music-making and dancing on Sundays. They soon discovered, however, that they were a hard-working, hard-living people who could compete with anyone in getting along in this world.

Of Hoosiers born in other states of the U. S. at mid-nineteenth century, the largest numbers came from Ohio. Kentuckians were second and Pennsylvanians third. A lot of folks in Southern Indiana came from Virginia and North Carolina.

The Negro population doubled within ten years of the Civil War and continued to increase, though very slowly. By 1880 they made up only 2% of the population and most of them were in Marion, Vanderburgh, Clark, Wayne and Floyd counties. In many counties Negroes were not welcomed and in a few, dared not stay the night.

The second largest group of European immigrants into Indiana were Irish but by the Civil War era there were just about half as many of them as there were Germans. They represented some ¼ of the foreign born. Most Irishmen did not come directly to Indiana but gradually worked their way into the Midwest. Quite a number of them moved down from Canada. Many Irish came as laborers on our early canals and then later as construction workers on the railroads. Many stayed. Nearly all Irishmen were Roman Catholics and the church was the center of their social life. Every community with sizeable Irish settlements saw the development of a Catholic Church.

Of the other nationalities, census figures within a couple of decades of the Civil War show that there were about 14,000 persons born in the British Isles, 4,000 French, 3,000 Swiss, 1,300 Dutch and only 200 Italians counted as Hoosiers. These nationality groups exerted no influence comparable to the Germans and Irish.

Strangely, by the 20th century fewer foreigners had settled in Indiana than in all other northern states except Delaware. Fewer came to Indiana proportionately than to any other state of the Old Northwest.

FORT WAYNE

In this sesquicentennial year of statehood it may be well to remember that our history goes back much farther than the year 1816.

One of the Midwest's oldest towns is Fort Wayne, Indiana, established, it is said by some authorities, as early as 1680. This may be stretching things a bit but certainly the place has good claim for being the oldest white settlement in Indiana. Indians had occupied the spot for centuries. Fort Wayne's location was important to early men because it sat astride a portage connecting the best waterways from the Great Lakes to the Ohio River and

Dan Riebel, curator, Allen County Museum, holding a drum of the 1st U. S. Regiment brought to Fort Wayne by troops under John F. Hamtramck during the Wayne campaign. (Photo by J. M. Guthrie, 1964.)

thence down the Mississippi. Ancient people were great travelers and traders and main trade routes were important. The region was also the focal point of a number of game trails and therefore a natural place of habitation for men.

Fort Wayne was "Kekionga" to the Miami nation, chief occupants at the time early white traders came in. Here was their principal village but they had not occupied it too long, having taken it away from the Ottawas. In Ottawa days it was called "Kiskakon" and the Maumee (Miami) River was called the "Ottawa."

At the time of white men's arrival, Kekionga and surrounding villages claimed the largest briar patch in all the land and there were also some 500 acres of cleared ground for corn. This made it possibly the largest cleared area in the Northwest. It was pleasant around Kekionga—open woods of oak, hickory and maple abounded—and there were considerable prairies of grass which grew as tall as a man on horseback. Wild game was plentiful and beaver were protected by Indians because dams which they built on streams made portage distances much shorter. In addition to Kekionga being the "home" of the historic Miami, it boasted of some seven other Indian villages in the immediate vicinity, occupied principally by the Delaware and Shawnee people. These villages were all named, so, to the utter confusion of historians, the place has had so many names associated with it that a student might think he was studying about different places.

In addition to Kiskakon and Kekionga, we can add such names as Omee Town, Miami Town, Great Miami Village, Chillicothe, Little Piconno, Kekioongi, Seek's Village, Cold Foot Village and many others—all towns in the general area of the uppermost reaches of the Maumee or Miami of the Lakes River.

Frenchmen were the first whites to occupy the junction of the St. Joseph and St. Mary's rivers and they called their first fort "Post Miami"—though some say "St. Philippe." An historical marker near Fort Wayne's Van Buren Street bridge states, "Site of the first French fort, Post Miami, built about 1680. Commandants, Jean Baptiste Bissot, 1697; Francois Margan, 1725; Ensign Douville, 1734; Ensign Dubison, 1747; M. De Raimond, 1748."

Like all French settlements in Indiana, Post Miami was primarily concerned with fur trading and in excluding the British. None of the French posts saw great development as private enterprise was never encouraged. There was little ownership of land by individuals and a feudal, socialistic type of system evolved.

A second French fort was built just above the mouth of the St. Joseph River by M. De Raimond, around 1750 and was located about 1700 St. Joe Blvd., in modern Fort Wayne. It was this fort which was surrendered by the French to British Major Robert Rogers in 1750.

During Pontiac's Rebellion in 1763, Indians captured the post from the British when they killed the commandant, Ensign Robert Holmes, in an ambush and captured his small force of English troops. The British came back and kept the area throughout the Revolutionary period and for many years thereafter as cohorts of the Indians. The Miami villages became a rendezvous point for Indian warriors in the bloody border wars of the Midwest and they were much aided and abeted by Great Britain. There were over 1,000 fighting men there in 1785, engaged in raids on white settlements to the south.

Although traders from Philadelphia and the East had been in and out for years, Americans made their first big appearance in the region when General Josiah Harmar led an expedition to the villages in 1790. He was soundly beaten by the Indians, with much British assistance.

General Arthur St. Clair made an attempt to capture the place shortly thereafter but was whipped badly before he got anywhere near it. General Anthony Wayne finally awed the natives into a shaky peace in 1795, following the Battle of Fallen Timbers.

The first American fort was built by Colonel John F. Hamtramck (under Wayne) and named Fort Wayne, by which name the place has since been called. A second American fort was built a few years later and troops were kept there until 1819.

The United States Government kept Indian agents in the area for many years. They were instrumental in keeping the natives in line and finally extinguishing most of their claims to our Hoosierland.

GEOLOGY

The block of rocks from the surface of Indiana down to the Precambrian "basement" represents over one billion years of time. . . . Paleozoic crustal rocks of this state represent about 50,000 cubic MILES in volume. . . . only about ten wells have been drilled through to the Precambrian basement in our state, so far.

An ancient river called the Teays went through Indiana. It was larger than the Mississippi and when it was dammed by glacial

ice the overflow waters formed our Ohio River valley. Teays River valley is now filled with about 400 feet of "drift."

During the Pleistocene Epoch glacial ice extended into Indiana at least three times. Glacial ice, to go over the top of Indiana's Knobstone Escarpment near White River had to be not less than four hundred feet thick at the edge and to the north, in order to make the glacier move, the ice covering Indiana has been reckoned at 1,700 feet thick.

In places glaciers covering our land were so heavy the weight tilted and depressed the surface of the earth . . . about 80% of our state has been over-ridden with Pleistocene ice sheets.

Glaciations covering this region are known as the Kansan (about 350,000 to 400,000 years ago), the Illinoian (upwards of 125,000 years ago) and the Wisconsin (which moved farthest south about 21,000 years back). The last glacier remained here to perhaps 13,000 to 8,000 years B.C.

The glaciers were followed by warm periods known as the Yarmouth and Sangamon ages—and our present period. The most recent important geological event in this part of the world was glaciation. Our northern Indiana lakes were formed by the melting of monstrous, embedded blocks of ice.

Native creatures of this region during the Pleistocene were mastodon, giant beavers, mammoth, elk, muskox and ground sloth—and others, including the little mouse and many insects. Every bog that is bigger than an acre probably contains the bones of at least one mastodon.

The bedrock physiographic units of Indiana, according to Raymond C. Gutshick, University of Notre Dame, consist of the following:

> Dearborn Upland, Mascatatuck Regional Slope, Scottsburg Lowland, Norman Upland, Mitchell Plain, Crawford Upland, Wabash Lowland, Tipton Till Plain, Calumet Lacustrine Plain, Valparaiso Morainal Area, Kankakee Outwash and Lacustrine Plain, Steuben Morainal Lake Area and the Maumee Lacustrine Plain.

What bedrock foundation have you built upon?

H. P. Ulrich, Agronomist at Purdue states that the main soils of Indiana are:

> the ALLUVIAL, which represent about 9% of the state
> gray-brown PODZOLIC soils, which are widely distributed throughout the northern two-thirds of our area

HUMIC GLEY soils, which are extensive in priarie and timbered regions
BRUNIZEM, occurring in the northwestern quarter
PLANASOLS, which are poorly drained soils in nearly level areas
red-yellow PODZOLIC, in the unglaciated regions and
LITHOSOLS, formed on sandstone and shale under hardwood forest covers.

HANGING TALE

An attempt has been made in the Sesquicentennial Scrapbook series to tell of many firsts in the state. Indiana has had a lot of them—most good, though a few bad. Among the latter is what historian Jacob P. Dunn stated was the first hanging of white men in America for killing Indians. It happened in Madison County, Indiana back in 1825. Well over half a century ago Mr. Dunn wrote of the affair and the following is a resume of his tale.

In the spring of 1824, a small party of Indians was encamped on the headwaters of Lick Creek, about eight miles from the falls of Fall Creek and a mile northeast of Markleville. In the party were a Shawnee named Ludlow and a Miami named Logan. With them were three women, two boys about ten years old and two girls who were younger. The party was hunting and trapping and inoffensive. They had a good season and accumulated a considerable quantity of furs.

A greedy frontiersman named Harper organized a group to rob and kill the Indians. In the gang were James Hudson, a trapper; Andrew Sawyer and his brother-in-law, John T. Bridge, both of whom were settlers of the region; Bridge's son, John, a lad of 19 years; and another young fellow named Andrew Jones.

These men visited the camp, asked the Indian men to help them find some straying horses and when the Shawnee and Miami were out of camp, shot them. The whites returned to the camp and opened fire on the women and children, murdering them all. In Indian fashion, they mutilated the bodies, robbed the camp and left.

The murderers were shortly discovered and there was a terrible uproar among white settlers of the region. More Indians than whites were about and though there had been no trouble for ten years, it was feared that the Indians would want vengeance. The small

villages of Indianapolis and Anderson and scattered settlers between did not relish the idea of an Indian war.

Captain John Berry of Anderson went at once to the nearest Indian Agent, John Johnson, at Piqua, Ohio, with the news and Johnson reported it to Washington. All the murderers, except Harper, were apprehended and partial confessions obtained. They were jailed.

Circuit court convened at Pendleton in April and on the 9th of the month the murderers were indicted. The prisoners escaped from jail in July but were recaptured and put in irons, under guard. Court was held in the fall and the three judges were William W. Wick, presiding and associates, Adam Winsell and Samuel Holliday. The associates were not of the legal profession, as was Judge Wick but in that day it was felt that the law should be tempered with common sense. Judge Winsell was the village blacksmith and Judge Holliday, a farmer.

There were separate trials for the murderers and court was held in the cabin of William McCartney, there being no courthouse. General James Noble was employed by the Indian Department of the United States to assist Prosecutor Harvey Gregg. Four lawyers were engaged by the murderers. It was noted that every juryman wore moccasins and carried a hunting knife. The defendants were found guilty and sentenced to hang. Appeals were made to the Supreme Court but were denied.

On January 12, 1825, James Hudson was hanged. He made a full confession and had to be helped up on the gallows. Hudson had the dubious honor of being the first white man to be executed for killing an Indian. There were further legal manueverings but on June 3, executions of the others began.

Sawyer and the elder Bridges were brought out first and hanged before a large assemblage of whites and Indians. Sawyer was a powerful man and at the fatal moment, by a desperate effort, broke the cords that fastened his arms and clutched the rope above his head. An awful struggle ensued but in the end Sawyer and Bridges were cut down and laid in their coffins.

Young John Bridge was helped up on a scaffold, a black cap put over his head and the rope around his neck. A remarkable thing then happened. A fast-riding horseman was seen approaching and the hanging delayed until his arrival. The horseman dismounted, climbed the scaffold and stood in front of the condemned boy. In a loud voice he announced, "There are only two powers in the universe that can save you from death. One is God Almighty and

the other is Governor James Brown Ray of Indiana. I am Governor Ray and do pardon you." There were cheers from the crowd. The black mask was removed from the boy's face but there was only a blank stare. Clemency had come too late; the young man's reason had fled.

Tradition has it that a chief in the crowd was asked if the Indians were satisfied and he replied, "Indian want no more white men stretched."

In the village of Indianapolis, editors of *The Indiana Gazette* and *The Western Censor* fully approved of the hangings, as did the general populace.

For the first time white men had been put to death for killing Indians.

HIGHER LEARNING

In the Charlestown *Indiana Intelligencer and Farmer's Friend* of March 19, 1825 the following announcement was published:

"The Trustees of this institution are authorized to inform the public that the Seminary buildings are now in a state of preparation, and will be ready for the reception of students by the first Monday of April next; at which time the first session will commence under the superintendance of Reverend Baynard R. Hall, whom the trustees have engaged as a teacher.

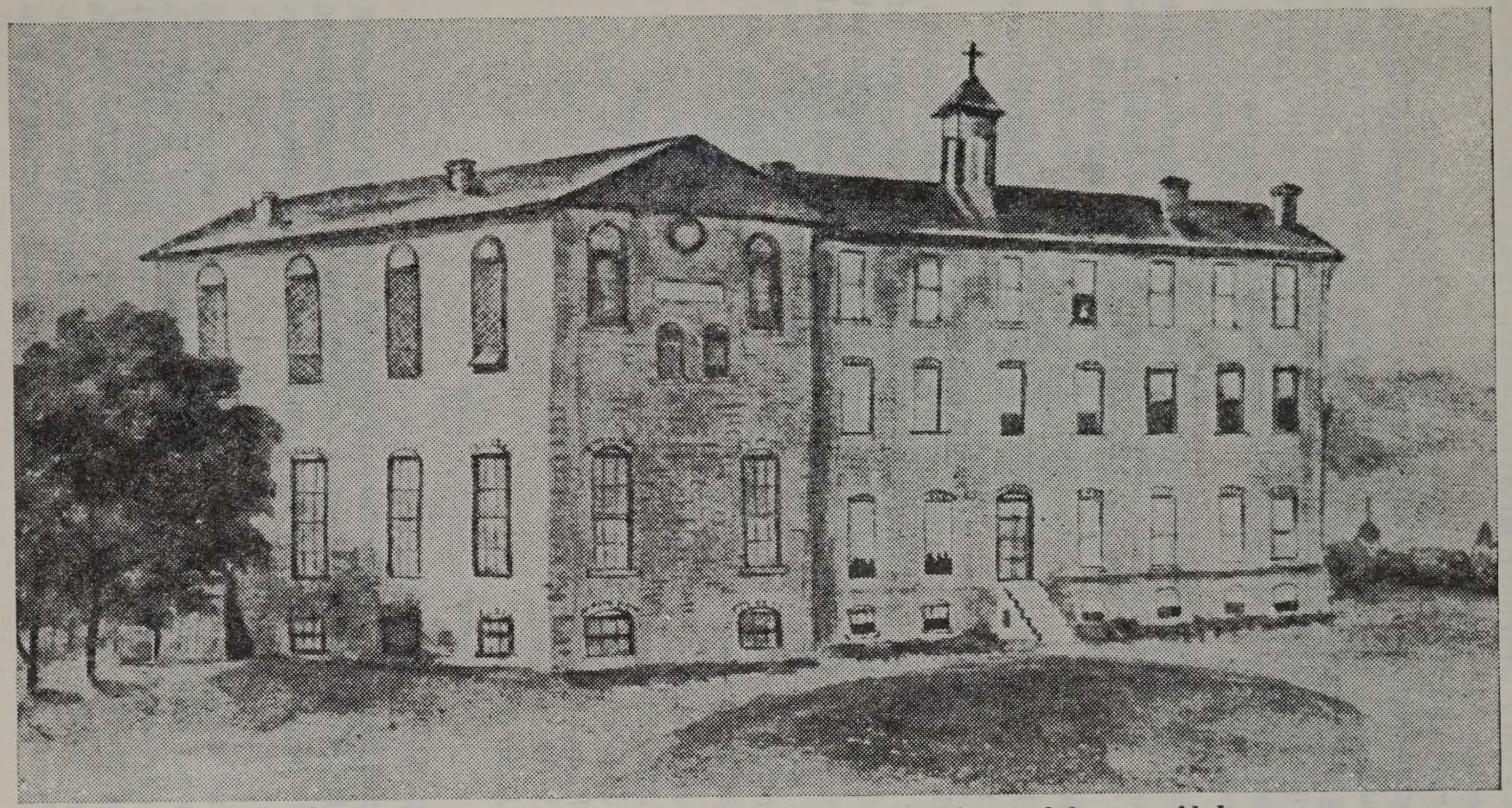
"Mr. Hall is a gentleman, whose classical attainments are perhaps not inferior to any in the western country; and whose acquaintance with the most approved methods of instruction in some of the best universities in the United States, and whose morals, manners, and address, render him every way qualified to give dignity and character to the institution.

"There will be two sessions of five months, in the year.

"The admission fee for each scholar at the commencement of every session will be two dollars and fifty cents, making the expense of tuition for a year the sum of five dollars.

"Good boarding can be had in respectable families, either in town or country, at convenient distances, and on modern terms, not exceeding $1.25 per week.

"The institution will for the present be strictly classical, and each scholar will be required to furnish himself with a supply of classical books, of which the following are recommended and will be needed from term to term.



Vincennes University Building, begun in 1807. The wing at left was added later. (Picture courtesy Curtis G. Shake. From *A History of Vincennes University*, 1928.)

Ross's Latin Grammar, latest edition
Colloquies of Corderius
Selectae Veteri
Selectae Profanis
Caesar
Vergil's & Mair's introduction
Valpy's Grammar—latest edition
Testament
Graeca minora

"None of these books are to be accompanied with an English translation, but this remark is not intended to extend to such editions as have notes in English; which indeed for beginners are preferable.

"The choice for lexicons in either language is left discretionary with the student. . . .

"The Seminary buildings are erected on an elevated situation, affording a handsome view of Bloomington the county seat of Monroe county, and also a commanding prospect of the adjacent country which is altogether pleasant and well calculated for rural retreats; and as it regards the healthiness of its situation, we hazard nothing in the assertion, that it cannot be excelled by any in the western country.

Joshua O. Howe
John Ketcham
Jonathan Nichols
Samuel Dodds
William Lowe
D. H. Maxwell
(Trustees)

Bloomington, Jan. 7, 1825"

The State Seminary, which was to grow into Indiana University, was chartered in 1820 and opened in 1825 with thirteen students. In 1828 it became Indiana College and began broadening its curriculum.

This was not the first school in Indiana, by any means. No one can say what or where the first was but a safe guess is that the little Sunday afternoon affairs held by the ancient French in their villages of Vincennes, Ouiatenon and St. Phillippe were the feeble beginnings. In these schools the most important subject was manners. A French missionary named Rivet operated a school in Vin-

cennes in 1793. There was one in Charlestown in 1803 and one in Vevay in 1813.

The first school of note was established by an act of the Territorial Legislature in 1806, when Vincennes University was authorized. It opened as a grammar (or preparatory) school in 1810. Among its first trustees were General William Henry Harrison and Francis Vigo—and to this day portraits of these famous gentlemen may be seen hanging above the desk of President Isaac K. Beckes of Vincennes University.

Church colleges with their dates of establishment in Indiana are listed below:

Hanover—Presbyterian—1827
Wabash—Presbyterian—1833
Indiana Asbury (DePauw)—Methodist—1937
St. Mary-of-the-Wood—Catholic—1841
Notre Dame du Lac—Congregation of the Holy Cross—1842
Franklin College—Baptist—1843
Friends Boarding School (Earlham)—Friends—1847
Moore's Hill College—Methodist—1854
Northwestern Christian University (Butler)—Christian—1858
Union Christian College—New Light—1859
Hartsville College—United Brethren—1859
St. Meinrad's College—Catholic—1861
Concordia College—Lutheran—1861
Jasper College—Catholic—1889
St. Joseph's College—Catholic—1891
Taylor University—Methodist—1891

HOOSIER

Hoosier! Where that originated has stumped more Indiana historians than any other word in Hoosierdom. Following are some of the explanations offered as to how we acquired the appellation:

Governor Joseph Wright has been quoted as saying that "Hoosier" derived from an Indian word for corn. He said the Indian word was "hoosa" and that Indiana boatmen taking corn down the Mississippi became known as "hoosa men." No one has been able to find the word "hoosa" in any Indian vocabulary but Governor Wright's explanation is as good as the next one, which is:

A contractor named Hoosier worked on the Louisville and Portland Canal around the falls of the Ohio. He employed only Indiana

men and his crew got to be known as "Hoosier's men" and eventually all people from Indiana became Hoosiers. Or, if that account doesn't hold up there's:

The "hushing up" theory which relates that Indiana rivermen were so renowned for thoroughly trouncing adversaries in brawls that they became known as "hushers" and eventually, Hoosier. Probably the best-known tale is:

The visitor to the lonely cabin story, which states that whenever a stranger approached a pioneer cabin in the wilderness it was common courtesy for the settler to greet the visitor with, "Who's yere?" and of course, that degenerated (or regenerated) into Hoosier. If this doesn't appeal to Indianians they might try:

Historian Jacob P. Dunn's version that the word Hoosier was an appellation common in the South for rough, uncouth persons. Early pioneers in Indiana were of this sort and as the expression came to be dropped in the South, its application was localized in Indiana. Still, there's a legend around the Falls which states:

A rough fight between a couple of stalwart antagonists, one a resident of Clarksville and the other a stranger, resulted in a victory for the stranger. After the fight the victor was asked who he was and he replied by waving his hands and striking his fists together and saying in broken English, "I am a Hussar." It is related that for several years after the episode, at musters and other gatherings, men of Clarksville would assume that attitude of the German soldier and shout, "I am a Hussar"; hence the word. But there are other versions such as:

The strange habit of Indiana boys, when flatboating down the Ohio and Mississippi, of jumping up and cracking their heels together, while at the time shouting "Huzza," which of a certainty made them known as "huzza boys" and eventually, you know what. Still another version of the etymology of the word in question is:

Hoose was a word to denote a disease common to calves. Symptoms of this ailment were staring eyes, rough coat with hair turned backward and hoarse wheezing. As Hoosiers let's not pursue this one but go on to:

An old French version from around Vincennes, which simply states that the first white men (the French) called the boondocks country southeast of Vincennes, "houshier" country from a French word meaning bushy or brushy place. But then Mr. Webster says:

"Hoojee," or "hoojin" means dirty person or tramp; continues with "hoozer," an English dialect word meaning "anything un-

usually great"; "huzur"—an Indian word for addressing persons of rank and "howsha"—a word for a village authority in Bengal.

State historian, Hubert H. Hawkins, says the word Hoosier came into general use in the 1830's and that it was widely used even in that day. It was spelled both "Hooshier" and "Hoosier."

No matter where it originated or what it may once have meant, the people of Indiana have made it an honorable appellation and wear it proudly.

And now, after giving the matter a lot of time in research and ending with no conclusion and quoting most authorities, who's yer choice?

HOSPITALS

Provisions in Indiana's first constitution stated that society should pay for the care of the aged, infirm and unfortunate but the state was a long time getting around to doing much about it.

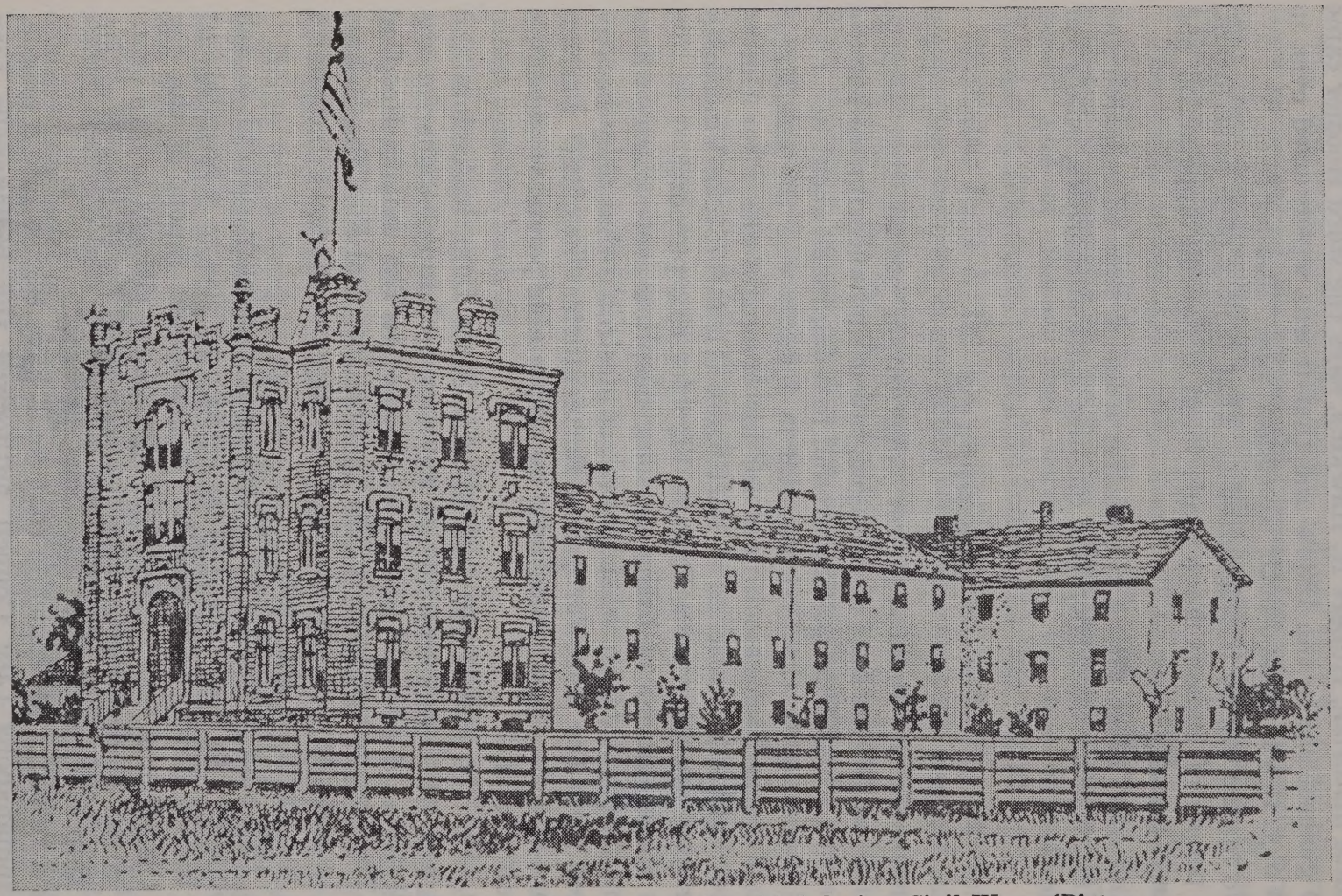
Without doubt, the first hospital in Indiana was the one Major John Francis Hamtramck used for his troops of the First United States Regiment stationed in Fort Knox (I), in 1787, in Vincennes. He rented property from Francis Vigo for this purpose.

In the memories of living persons, hospitals were places where people could be taken when it seemed desirable that they be separated from the more fortunate. For centuries "hospital" was another name for "pest house" and no respectable person would think of going to one.

In 1845 the legislature authorized a State Lunatic Asylum and land was purchased a couple of miles east of Indianapolis for the institution. In 1846 its name was changed to The Indiana Hospital For The Insane and later to The Central Hospital For The Insane. The Lunatic Asylum was the first real attempt made by Indiana to care for wards of the state.

In 1852 the Presbyterian Theological Seminary offered to sell its buildings to the town of New Albany for use as a hospital but was turned down, emphatically. A newspaper report of the day said the attempt was "a manifest outrage for citizens to own property in the community to become a receptacle for victims of smallpox, ship fever and other infectious diseases."

As a result of an epidemic that could have turned into a plague, the Indianapolis City Council authorized the Indianapolis City Hospital in 1856. The idea was to have a place to put victims to isolate them from the public but the epidemic was not severe and



Indianapolis City Hospital. Wings on right added during Civil War. (Picture from collection of Jacob P. Dunn, courtesy Indiana State Library.)

the building, though completed in 1859, was not used. During the Civil War, it became a military hospital and after the war, at the urging of Dr. John M. Ketcham, was renovated and equipped to handle seventy-five patients. In 1866, Indianapolis City Hospital opened as a charity proposition and operated on a budget of about $6,000.00 annually.

The Civil War saw the establishment of military hospitals in Madison, Evansville, New Albany and Indianapolis. The army built many cottage-type buildings and quite a few of them can be seen to this day in Madison.

After the Civil War the Daughters of Charity took over the military hospital in Evansville and converted it into St. Mary's, a private hospital. The Poor Handmaidens of Jesus Christ opened St. Joseph's Hospital in Fort Wayne in 1869. In 1872 the Little Sisters of the Poor opened Providence Hospital in Terre Haute but it was forced to close as citizens would not support it. In fairness it must be said that "hospital" meant about the same as "pore farm" to everyone at that time.

In Lafayette, in 1876, St. Elizabeth's Hospital was opened by the Sisters of St. Francis in connection with their convent.

The City Hospital of Fort Wayne was opened in 1878 but received no public monies.

Indiana's legislature of 1883 approved the erection of hospitals for the insane and "Easthaven" (or The Eastern Hospital for the Insane) was opened, just west of Richmond in 1887. It was first occupied by feeble-minded youth.

In July 1888 the first patients were received in "Long Cliff" (the Northern Hospital for The Insane), built one mile west of Logansport. "Woodmere" (or Southern Hospital for The Insane) was opened in 1890, four miles east of Evansville.

Easthaven, Long Cliff and Woodmere were state institutions. The first was built on the "cottage plan," the second on the "block plan" and the third on the "radiating spoke plan."

Southeastern Hospital for the Insane was built by the state in North Madison in 1905.

The Village For Epileptics in New Castle received its first patient in 1907.

In 1911 the T. B. Hospital, located four miles each of Rockville, was opened.

In Indianapolis, in June 1914, the doors of Robert W. Long Hospital were opened. There, wards of the state and those certified by township trustees as unable to pay for hospitalization were given

treatment. In 1916 the legislature appropriated $50,000.00 annually to the Long Hospital.

How things do change. Today it's difficult to get sick and not be sent to a hospital. Elton TeKolste of the Indiana Hospital Association says that Indiana now has one hundred thirty-eight hospitals with 34,650 beds. And almost half of them are taken up by psychiatric patients. . . .

INDIAN TREATIES

Lo the poor Indian! How our histories and legends abound with sad tales of our forefathers' mistreatment of the "red race." Fact is that the United States Government, which acquired this soil, is the only government known to have made a sincere effort to purchase land from natives anywhere in the world! That speaks pretty well for our founding fathers.

It is true that intelligent men took advantage of uneducated Indians at almost every turn and that most of the purchases were made after treaty commissioners, Indian agents, and others had generously supplied the Indian chiefs with alcoholic beverages and private inducements, but the intent of the Government was good. Certainly Spain, France, and England never gave a thought to purchasing land from Indians. They just took it—and often in a very savage fashion!

One of the early treaties between the Indians and the United States Government on Indiana soil was that conducted by Rufus Putnam at Vincennes in 1792. (There were earlier ones, to be sure.) Instructions given to Putnam by his Government and spelled out by him in the treaty with the natives stated:

"The United States solemly guarantee to the Wabash and the Illinois nations or tribes of Indians all the lands to which they have a just claim; and no part shall ever be taken by them [the U.S.] but by fair purchase, and to their [the Indians] satisfaction. That the lands originally belonged to the Indians; it is theirs and theirs only, that they have a right to sell and to refuse to sell, and that the United States will protect them in their said just rights."

In view of the fact that most of the Indians had sided with the enemy and the United States had won the Northwest in fair fight, the above seems most generous. Particularly so, when we consider, that for many years prior and following 1792, savage border wars that went on in this region between whites and Indians were cruel,

bloody and usually without quarter on either side. As often as not, the Indian (with his British ally) was victorious.

The first American occupancy within present Indiana borders was at Vincennes, followed by Clarksville on the Ohio. At Vincennes, by fair means or foul, the French had acquired land from Indians. It passed into the hands of Virginia and then to the U. S. through the efforts of George R. Clark. Clark's Grant, across from Louisville, was bestowed by Virginia upon the conquerors of the territory northwest of the Ohio. This land at Clarksville had previously been given to Clark personally by Old Tobbac and other Piankeshaw tribal chiefs (who had the best claim to it) and who honored Clark so much they wished him to have it. Clark received but a small portion of the land for himself and lost most of that because later he was unable to pay the taxes on it!

When Anthony Wayne conquered the allied Indians at Fallen Timbers and negotiated his famous treaty of Greeneville, he made secure the possession of these two places. He also stipulated and received some other strategic points within our boundaries. One was the Old French Post at Ouiatenon (near Lafayette) and another, an eight square mile area at Ft. Wayne. Wayne also obtained a long wedge-shaped section along the southeast border of present Indiana—an area known for many years as "The Gore."

When Wm. H. Harrison was appointed Governor of Indiana Territory in 1800, the first requirement was space to grow in—which meant acquiring land from Indians and extinguishing their titles to it. The policies involved in his purchases are worthy of note.

First, the territory lying about Vincennes, his territorial seat of government, was extended and boundaries definitely fixed in an area that became known as the "Vincennes Tract." This was a good move but left it an island completely surrounded by Indian country. Harrison next acquired (in 1804) the southwest pocket of Indiana and joined the Vincennes tract with the Ohio River and Kentucky.

Harrison's third Indian treaty was called "Grouseland" (1805) and it added land in the southern part of the state eastward to the Gore.

With these above mentioned treaties, Indian titles were extinguished for the first time along the entire northern bank of the Ohio.

There followed many treaties as pressures from the southern part of the state increased after thousands of settlers had poured in. By 1832 the Indians had ceded almost all of their lands in Indiana to white men. But to this day there has been constant

litigation in our courts attempting to entirely settle the questions of honest and just treatment of the "red man" regarding "their" soil. Both the state of Indiana and the Federal Government have spent many fortunes in efforts to do just that.

A fair minded person must admit, if he or she cares to carefully research the problem, that our Government over the years and our courts to the present day have certainly attempted to be honest and to pay for the acquisition of land from Indians.

INDIANA

The word "Indiana" like the word "Hoosier" is another lost name as far as origin is concerned. Strangely, no one knows where the word came from or who gave it to our state!

The name Indiana predates the Territory by many years and seems to have first been used by an Indian trading company.

A Thomas Hutchins map of 1778 shows a tract of some five thousand square miles in a triangle formed by the Little Kanawha and Ohio rivers and the western ranges of the Alleghany Mountains, with the name Indiana.

Checking farther back it is found that a fur trading company was formed in Philadelphia in 1762 and this company established a trading post on the Ohio River a short distance below the site of Wheeling, West Virginia. In 1763 the post was attacked by Iroquois warriors who made off with an estimated half million dollars worth of property.

The loss resulted in a reorganization of the company and its proprietors renamed it THE INDIANA COMPANY.

In suits and actions which followed, the Iroquois (or Six Nations as they were called) ceded the company the vast tract shown on Hutchins's map and the new owners called it "Indiana." Considerable difficulties followed and Virginia refused to recognize the company's title to the land and eventually it became a part of that state. The Indiana Company passed out of existence by 1798.

Two years later, when the Territory Northwest of the Ohio was divided, a name had to be found for the western part. The name of the defunct Indiana across the Ohio seemed to be equally applicable to this country and so, in some way now lost to history, the application was made. The Indiana Territory north of the river Ohio was formed. In the subdivisions that followed, our State was the first to take on permanent boundaries and it retained the name.

It is generally agreed that the name may be interpreted "the land of the Indians."

In western Pennsylvania there is an Indiana County, which name is probably a reminiscence of the old Virginia tract. This county was not organized until 1802 so it is obvious that our state was not named for this locale.

Indiana Territory, when created, included most of the old Northwest. For a time a large portion of the Louisiana purchase was administered from Vincennes. And finally in 1816, in much reduced form, Indiana became the 19th state.

KNOX COUNTY

Indiana was once a part of the largest county in the United States. This county was known as Illinois, which was then a part of Virginia, as a result of conquest of the country by George Rogers Clark in 1778 and 1779. Virginia had for sometime recognized all of Kentucky as one of its counties and then recognized everything north of the Ohio that Clark captured, in the same category. The territory embraced was immense and far larger than any Virginia men then realized. In 1783, Virginia ceded her claims to all this to the United States Government and in 1787 civil government was instituted in the Northwest Territory. It didn't amount to much for a long time.

The organization of counties was begun, however, and among those early ones was Knox. It was named for General Henry Knox, then Secretary of War, and an honored veteran of the Revolution.

Winthrop Sargent came to Vincennes to take military command in 1790 (under Governor Arthur St. Clair) and one of his first steps was the organization of Knox County. As set up at this time it was not far behind Illinois County of Virginia in size. It took in all of Indiana, most of Illinois, a good chunk of western Ohio, most of Michigan (including all of the lake) and a slice of Wisconsin.

Just as Virginia has been known as the "mother of states," so has Knox County been known as the "mother of counties."

Of the original counties of the old Northwest Territory, only Knox survives today!

As time went on, it was cut down, just as all the older ones were. Wayne County (Michigan, primarily) was formed in 1796 and this huge northern part was removed from Knox.

The first county in present Indiana that came out of mother Knox was Clark, in 1801. It occupied a large part of southeastern

Indiana (then still a territory). By 1809 the combination of Knox, Dearborn, and Clark Counties looked almost like the present state of Indiana as it appears on the map.

In 1810 came the first big change, as it later affected Indiana the state. Enough people had moved into the southern part to organize several new counties out of Knox (and Clark) and there began a series of moves whereby, eventually, 92 counties came into being.

But everyone of them was at one time a part of Knox County.

Today Vincennes is the county seat, though it, too, was once far greater in name than a county seat town for it was the capital of a vast "empire."

Knox is now one of the two spots in Indiana where a glance at a detailed survey reveals "township" lines going toward non-cardinal points of the compass. The area stands out on a map like a sore thumb, and the reason is that it was surveyed under a completely different system than the rest of Indiana—a holdover from the days when this entire region was a part of the empire of France.

It might be well to mention that Dearborn and Clark counties, our other very early counties, were also named for military men of the Revolution. Clark, appropriately for Gen. George R. and Dearborn for a great military man, General Henry.

General Dearborn was a doctor from New Hampshire and he fought the British from the beginning, at Bunker Hill until the conclusion of the War of 1812! No other man is known to have fought so long for our complete freedom!

Everyone of our 92 counties has an interesting story to tell about itself but none can compare with the history of Knox—for it was in from the very early beginning and is still very much with us today.

MADISON, JEFFERSON(VILLE) AND LAFAYETTE

Luther M. Feeger, of the Palladium-Item newspaper of Richmond, Indiana, has done much research and writing about the history of Indiana. One of the massive works done by Mr. Feeger was *The History of Transportation in Wayne County, Indiana.* Following is one of his articles:

"The State Board of Improvement, which had been authorized by an act of the Indiana Legislature, Jan. 27, 1836, began construction of the original Madison, Jeffersonville and Lafayette railroad, Sept. 16, 1836.

"The steep hill on the northern outskirts of Madison presented a big engineering problem of major proportions. Much of the line had to be cut through solid rock.

"This hill portion of the road, 7,012 feet in length, with a grade of 311 feet to the mile, called for the building of what for many years was considered the steepest incline railroad track in the world.

"Crews worked northward from Madison, which at that time was one of the important pork-packing centers in the Middle West.

"The road was finished from the head of the incline plane in North Madison to Graham's Fork bridge, 17 miles, Nov. 28, 1838. The line reached Vernon in June, 1839; Columbus, July 3, 1844, and the first train arrived in Indianapolis, Oct. 1, 1847.

"The formal opening of the line to Graham's Fork bridge in 1838 was attended by the governor, members of the legislature, state officials and other prominent men.

"The locomotive used on this occasion was an importation from Louisville, Ky., because the engine which had been purchased by the state of Indiana for the road was on the bottom of the Atlantic ocean.

"Details of the use of the Kentucky locomotive, one of the interesting incidents in the early days of Hoosier railroads were set out in an article on "The Pennsylvania Lines in Indiana," in the November, 1899 issue of *The Indianian.*

"This article said:

'The state of Indiana had purchased a locomotive from Baldwin & Company of Philadelphia, with the expectation of using it in the opening of the road.

'The engine was shipped on an ocean vessel bound from Philadelphia to New Orleans early in January, 1838, whence it was to come to Madison on a flatboat up the Mississippi and Ohio rivers.

'But the vessel encountered a violent storm off Cape Hatteras, and to save it from wreck the locomotive was unchained and cast overboard.

'There was great dismay in Indiana when this loss was made known, but by a very curious piece of good fortune, another engine was obtained in time to open the road without delay.

'This locomotive was the property of the Lexington & Ohio Railroad company, incorporated by the Kentucky legislature in 1830. The railroad was opened through the streets of Louisville in 1838 and trains were run over it every day.

'The Louisville people endured it for about six months, when a number of citizens doing business on Main street, between Sixth

and Thirteenth, led by one Elisha Applegate, filed a bill in chancery, Oct. 9, 1838, asking for an injunction against the further use of the locomotive "Elkhorn" in that town, on the ground that it was unnecessary to the commercial and social development of Louisville and an injury to trade.

'The court agreed with them and the misnamed Elisha received his injunction.

'In the meantime the Madison people, finding that their engine was at the bottom of the sea, arranged to secure the discredited "Elkhorn" on a short lease.

'It was accordingly placed on a flatboat at Louisville and towed by a steamboat up the Ohio river to Madison and from there it was hauled by five yoke of oxen up the very steep hill at Madison to the tableland above where the railroad track began, and steam was raised for the first time on a locomotive in Indiana, on Sunday, Nov. 27, 1838.

'On the following Tuesday the first train on the road was hauled by this engine, and the event was celebrated by a public banquet and much speech-making.

'The "Elkhorn" remained at Madison only until another could be brought from Philadelphia to New Orleans, and it was then returned to Louisville, costing the state $1,000 for its use.

'Louisville has since that time discovered that locomotives are not a bad sort of thing in a growing community. . . .

'From the formal opening of the road in November, 1838, until the date of the lease, a passenger car had been run daily over the finished portion of the road by horse power, but it may be considered that April 1, 1839, was the day on which the road was first opened for public traffic.' "

MEDICINE MEN

To this day there are those who believe that Indian medicine men, shamans and jugglers possessed secrets and curative powers beyond belief. Had their abilities been recognized and their powers and methods properly noted by white practitioners there would be scarcely any disease among us today—or so some have thought.

A bit of research uncovered a treatise, of a couple of centuries ago, on the treatment of ailments among the Indians of this region. If anyone wishes to concoct or compound Injun medicine, following are some ailments and their cures:

Trench mouth—chew the root of the cherry tree and hold a long time on the gum.

Venereal disease—the cherry is best, same as above. Branches of young pines, boiled are good too. If these do not work try white creeper.

Arrow wounds—use a root with several feet, called Ouissoucatacki, or crawfoot ranunculus. Crush the root and take four pinches on a quill with a little warm water. Also can be used on persons suffering delirium. Also does pretty well on those crushed by falling trees.

Snake bite—root of the herb of the rattlesnake, called Akiskiouaraoui. (Can substitute orvietan and theriac.)

Flux of the abdomen—swallow four pills made of green clay, morning and evening.

Burns—apply the root of the basswood. (A Miami medical miracle drug.)

Wounds and sores—bark or root of white oak, boiled. Root of Onis works too and if neither cures, try the bark of young pines. Also, last resort, bark of leatherwood.

Eye trouble—root of the wild chervil. Steep root in water and drop juice in the eye. Sweet cicely will do nicely, also. If root gathered in May when vine is in sap, so much the better.

Cancer—leatherwood bark good. Leatherwood bark stops bloody flux. Keep trying.

Colds—mouldy corn bread. Try anything, someone will find a cure.

Failing in the limbs (inability to Watusi, etc.)—root and bark of the elder. Boil it and put in soup. About a pint of this sambucus should be administered at a time.

Childbirth pains—root of ginger crushed to powder (Shawnee shamans' sure-cure).

Sharp cuts—plant of a thousand leaves. (This is simply achillea millefoleum.)

Sore eyes—leaf of litre, boiled. Bark of white oak, if litre unavailable.

Films on eyes—burn river shells, pulverize and blow into eyes. Will cut the film.

Drawing things out of wounds (bullets, arrowheads, tommyhawk splinters)—boil distaff reeds and apply. (Hot or cold the medicine man did not say.)

Bloody flux—best remedy, even better than leatherwood, is root of the fern which bears very small seeds. Steep the root, not

the seed, in water until red—the water, not the root. Diminish by a third, drink about a quarter of a liter on an empty stomach. Three or four doses cure the bloody flux every time.

To vomit—redwood boiled will make one throw up. Also use the stem which leads to little red berries—does likewise. Also, put on mask, dance, yell.

To draw off pus—use bark of the prickly type of ashwood. (Good Algonkin ailment alleviation.) Put on Indian sign.

Headache—bore a hole in cranium to let out Evil Spirit that got inside. Trephined buttons make dandy ear bobs (collectors' items).

Looseness of bowels—sumac best (requires special preparation). Sumac also very good to give confined women not entirely delivered. Sumac pretty good on those who lose too much blood by mouth. Also good for dropsy. Better drink water in which sumac soaked—don't eat too much sumac, might poison. Also, for looseness of bowels, root of the bean trefoil is binding.

Felons—chew some bark of the hybrid ash and put on injury. Also good for sprains.

Toothache—bear spleen best. May be a placebo but worth a try.

Internal sicknesses not otherwise diagnosed—use a hollow, cone-shaped bone, apply large end to place that hurts and suck out evil.

Ear ache—use psychology. By a slight-of-hand trick draw a small green snake from ear, then show patient the cause of trouble.

There is more in the Pottawatomi pharmacopoeia but the above should suffice for the majority of physical disabilities.

Caution: get your doctor's written consent before attempting to practice any of these centuries-old, medicine men's tricks on loved ones.

Suggestion: enclose a copy of all this with the next check to your M.D. He may have missed it while interning.

THE MEXICAN WAR

On May 13, 1846, Governor Whitcomb received a requisition from the Secretary of War for three regiments of volunteers for service in the Mexican War. On May 22 he issued a proclamation calling for this quota, "to serve as infantry or riflemen."

Of this event Governor Whitcomb stated, "This call found our citizens peacefully engaged in their ordinary pursuits, scarcely dreaming of this invasion of our soil by a foreign foe. . . . Our

military organization, during a peace of thirty years, was broken up and in ruins. . . . No funds had been provided by law to be advanced to the volunteers. . . . either for clothing, for provisions, or for the expenses of transportation. . . ."

In Indiana, in 1846, there were no such things as telegraphs or telephones. There were no improved roads worthy of the name. There was one so-called railroad, running from Madison to Edinburg. All communication was by mail carried over very bad roads by men on horseback. There was not a daily newspaper in the state.

Martial spirit was at its lowest ebb, with no state organization of militia, no arms, no equipment and not a soldier in sight. No one had thought much about the probability of a war with anyone. Fortunately Indiana had an adjutant general—a man named David Reynolds who had been serving in a sort of honorary position. He proved to be a person with executive ability, possessed of much common sense and was indefatigable. Reynolds rapidly organized a military force for the state and in the process, it is said, did the best job of any adjutant general in the country.

General Reynold's Order No. 1 was immediately issued, directing Indiana companies to assemble and rendezvous at "Old Fort Clark" between Jeffersonville and New Albany.

Hoosiers responded magnificiently to the call to arms. Soldiers began to appear as if by magic and the roads were filled with marching men, headed south toward Old Fort Clark in Clarksville. Farm wives along the way helped feed them, patriotic farmers furnished teams for transportation and villagers opened their homes and hearts.

Nineteen days after Reynolds' call (on June 10), thirty companies of 100 men each had reported at the fort and were mustered into service. By June 10, twenty-two additional companies had reported from various counties—all clamoring for acceptance into service, quotas filled!

Hoosiers answered their country's call so fast that the 3,000 men had to wait at New Albany for three weeks before Federal steamboats could take them down river. A new camp was formed and named Camp Whitcomb. It was at the mouth of Silver Creek.

In 1847, Indiana sent two additional regiments into the field, so that all told there were some 5,000 Hoosiers in the War with Mexico. An additional 326 joined the United States Regiment of Mounted Riflemen.

An interesting journal of Lieutenant Lewis Wallace of Crawfordsville, with Indiana's 1st Regiment, tells of the months of

dreary routine at the mouth of the Rio Grande. Wallace wrote, "As to the loss of life, I cannot give the number. There were days when a dress parade with two hundred present [out of a thousand] was encouraging—weeks when funerals were so multiplied upon us that the hours between sunup and sundown were too few—that is, for the customary honors. Then night was drawn upon.

"There is no forgetting, try as I will, the effect of the dead-march rendered of fife and muffled drum at night. . . . And if, as sometimes happened, the corporal led his squad just outside my tent, the hour and hush and darkness turned the music into a stunning tremolo of thunder."

Five hundred forty-two Hoosiers died on the border and in Old Mexico.

The 2nd and 3rd Indiana regiments participated in the big battle of Buena Vista. Each was over two hundred men short in that fight and Indiana lost forty-one killed, one hundred twenty-seven wounded, and four missing. Only one other unit suffered more casualties than Indiana's 2nd Regiment.

Indiana could not have been in worse condition for fighting than it was in 1846. The state was hopelessly in debt and had no accouterments of war. But everywhere, Hoosiers volunteered funds and equipment of all kinds. Banks, though hard pressed, volunteered to supply Governor Whitcomb with needed funds and were willing to take their chances on reimbursement by the state, knowing full well that the state was bankrupt!

Such has always been Hoosier spirit when the nation was in peril. Fortunately, the Mexican War was of short duration but out of it came some Indiana men who were trained and ready for service when the Civil War started.

MIAMIS

The Miami Indians were one of the most powerful historic tribes of the middlewest. They had lived, according to their legends, for several generations around the Great Lakes and just to the south. They were the first (they said) to settle in the region of Detroit and claimed all the land from there to the Ohio. They had some claim to all of the territory that is now western Ohio and the entire state of Indiana. It is possible that, at one time, they were among the greatest tribes of North America and spread over much more country.

The Miami led the Algonquin confederacy which opposed the advance of the Iroquois. They were defeated and suffered much at their hands through the 17th century.

Miami mythology had it that in the beginning there was a great deluge and all animals in existence were on a raft. The great hare, Michaboo, was chief of animals and attempted to find land. Michaboo had several animals try to dive to the bottom to find some soil but none could dive deeply enough until finally a muskrat, after great effort, succeeded. He brought up one grain of sand and from this Michaboo built an island. Gradually it was enlarged until there was a big land. As various animals died the great hare made men of their bodies and the human race was created. They had many dirty stories about Michaboo, some so lewd that priests would only repeat them in Latin.

Miami people also said there was a race of little men, like elves, called Paisa and they were rather friendly with Indians. Two of them guided souls over the Milky Way into eternity and others of the Paisa made the stone arrows and stone tools that were found strewn across the land.

The Miami religion taught them to believe that there was no way of getting something for nothing. They had no one good or one bad god, but believed in many spirits and manitos. Micibisi (the great cat) was a manito of evil and disaster and they had many more to go with him. The Storm Manito was a bad spirit and he could not pass over live coals. Another manito could eat the moon and sun (eclipses) and they shot arrows at this manito to make him quit eating heavenly bodies.

The main villages of the Miami Indians in historic times were 'round and about the site of Ft. Wayne and Kekionga (the great Miami village) was the largest town there. Some others were called Kenapecomaqua (Logansport), Kokomo, Wapikamekunk (Muncie) and Wapiminskink (Anderson). Many of their villages were surrounded by palisades and some had entrenchments. Houses were of log, bark and poles for the most part. They sometimes wove rush mats for shingles.

Their two principal totems were the Elk and Crane (Atchatchakangonen); the latter being the leading division and there were lesser totems called Bear and Turtle. Before white men came and when the nation was strong, there were 10 divisions of the Miami. These were called Wolf (Mowhawa), Loon (Mongwa), Eagle (Kendawa), Buzzard (Ahpakosea), Panther (Kanozawa), Turkey (Pilawa), Raccoon (Ahseponna), Snow (Monnato), Sun (Kulswa),

and Water (Pepoonikliseki). The Piankeshaw, Wea and Eel River Tribes were related to the Miami people.

There were no sounds for letters F and R in the Miami language and K, C, and A sounds were much used. Paoli, Peoria and Chicagou were Miami names, as was Wabaciki their name for the Wabash River.

Of all Indian tribes, Miami people were said to have had the most respect for their civil chiefs and obeyed them implicitly. Prisoners among them said that once accepted they were treated politely and found the Miami to be very agreeable and easy to get along with. The majority of them had no interest in fighting with either whites or enemy Indians and it was seldom that a war chief could get many warriors in a given village to follow him in a strike.

Some of their great chiefs were Gros Loup, Le Petit Gris (Crippled Ankles), Capt. George, Pinjiwa (The Wildcat), Makwah, Pacanne (The Nut), Aquenackque, Demoiselle, Old Wolf, Le Pied Froid, Muk-kwah-ko-non-gah (Negro Legs) and Little Turtle (the greatest of them all).

MORE ABOUT INDIANA

The first systematic survey of Indiana by trained observers was done between 1799 and 1834 by the General Land Office of the United States. The survey resulted in eight massive volumes.

Benton County is said to have the richest agricultural soils—as productive as any in the world . . . grass once grew so tall on Hoosier prairies that a man on horseback could tie the ends together over the top of his head . . . fire raging through dry prairie grass was a holocaust . . . prairie sod was first broken with six or eight yoke of oxen pulling huge, unwieldly plows . . . cast iron plows were frequently broken in the attempt to break the sod. Just south of Fowler on U.S. 52 is an excellent remnant of tall grass prairie and is one of the few places where today can be seen the type coverage that existed on 13% of Indiana in 1816. The dark and fertile soil of the true Indiana prairie was the product of centuries.

R. O. Petty, of Wabash College and M. T. Jackson, of Indiana State, state that Indiana's original prairies were of three types: wetland, upland dry and areas where grasslands and forest met . . . the latter were called "openings." Sometimes settlers found "island prairies" within the forest proper and quite often these

open places contained fields of Indian crops. Both Indians and early French thatched their roofs with slough grass (also called cord-grass).

Most of our common weeds are not native: dandelion, crab-grass and Canadian thistle have been brought in . . . Kentucky bluegrass is an exotic weed. Woodlots on small farms account for three-fourths of the remaining natural vegetation left in Indiana (only 6% of the original) and no effort is being made at this time to preserve a single representative sample of our original vegetation.

Beaver Lake in Newton County once occupied 28,500 acres. It has completely disappeared through drainage . . . English Lake in Starke County was twelve miles long—a permanent spread of the Kankakee—destroyed by dredging and straightening the river . . . twenty portages once existed in northern Indiana and they connected the waters of Michigan and Erie, the Wabash, Illinois and Miami.

Pigeon River, Pigeon Creek and Little Pigeon River get their names from the "inexhaustible" flocks of passenger pigeons that were here . . . Blue River, Salt Creek and Big Blue River once contained considerable quantities of salt . . . in 1816 at Rising Sun there was a difference of sixty feet in the level of the Ohio between low and high water.

About 366 species of birds have been recorded in Indiana in the 150 years of statehood according to J. Dan Webster, of Hanover College. Thirty of these may or may not have been here . . . two species, the Passenger Pigeon and Carolina Parakeet are extinct . . . nine species which were once in our state can no longer be found—Wood Ibis, Trumpeter Swan, Prairie Chicken, Whooping Crane, Eskimo Curlew, Mississippi Kite, Swallow-tailed Kite, Ivory-billed Woodpecker and Raven . . . wild turkey, once extinct in the state, have been reintroduced . . . 148 species of birds regularly breed here and the rest are transients . . . there are more starlings about than other birds . . . chemicals used in agriculture have reduced the numbers of our feathered friends in a distressing manner.

All but twenty of our reasonably common 239 kinds of birds are at least partially migratory . . . some of our winged companions winter in the tropical forests of South America, others migrate from northern climates to winter in sunny southern Indiana . . . no one knows how they can navigate so accurately.

MUSSELS

Pearls have been produced in Indiana from time immemorial and are still being found. Indiana is largely responsible for the pearl production of the world today! We export mussel shells to Japan and there they are cut into tiny pieces and inserted in oysters where they cause an irritation which forces an oyster to develop a pearl.

Mussel diggers have been operating in Indiana waters for many years. Over around Vincennes, about 75 years or so ago, the mussel boys were more interested in finding pearls in bivalves than they were in the shells. Most pearl finds are called "slugs" and they are small, roughly round objects with little value. But fresh water mussels occasionally grow perfect spheres which are quite valuable.

Many years ago Indians and early settlers made lime from mussel shells.

Leon Bouchner, of Vincennes, found one of the finest known fresh water pearls in the Wabash River back about the turn of the century. It weighed over 40 grains and was then estimated to be worth about $2,000.00.

White River (East Fork) has always been a good field for the "pearl industry" and a number of finds have been reported. While generally White River pearls have not been as numerous as those of the Wabash, for some reason they have been of better quality.

Mussels, for many years, were taken from Hoosier streams for use in button factories and it was a large industry. Madison, Vincennes and Shoals were once markets for mussel shells and they had factories which produced buttons by the millions. Several years ago Madison had a plant which employed sixty people and produced some 1,000 gross of buttons each working day. Mussel shells have been shipped by the thousands of tons to Muscatine, Iowa, which was once the "big" market. Introduction of plastic buttons pretty well finished off this business but today musseling is booming again—Japan being the market. Indiana still has a little mussel shell button factory in Shoals operated by Albert Edwards. Gene Pickens is the big buyer in these parts.

Over around Terre Haute, Nelson Cohen uses a power dredge in the Wabash and scoops up the mollusks. On the east fork of White River, from below Shoals and up to Fort Ritner, the mussel business is beginning to come back. Several women as well as men are finding it profitable "going to mussel."

Old timers gave names to the many varieties of Indiana mollusks and they are still called by such picturesque names as mucket,

niggerhead, washboard, pigtoe, ladyfinger, butterfly, wartback, pistol grip, pocketbook, three ridge, elephant ear, paper shell and monkey face.

Around Tunnelton about 60% of the mussels are picked out of shallow water by hand. A few "diggers" use tongs, but one of the easiest methods has always been by the "crowfoot brail."

A big John-boat is fitted with wooden or metal standards along its "gunnels" and these hold a couple of poles or iron rods about 20 feet long. From these long rods are suspended a lot of cords or chains to which are attached small grappling hooks made of number 9 wire, bent or twisted. Some use straight hooks with little knobs on the ends. All this is called a "crowfoot brail," or simply "brail," and it is lowered into the water for the hooks to be dragged over mussel shoals. Mussels spend much of the time with their shells open and when something touches them they clam up. A brail hook scraping across an open mussel results in the mussel getting caught as it doesn't have enough brain power to open up and release itself.

Brails dragging along the river bottom would stop a boat as it drifts so diggers put a "mule" over the side. This is a sort of sea anchor made of flat metal or wood, weighted and guyed so that it is held vertically in the water. The current then pulls the boat downstream. Nelson Cohen's power dredge on the Wabash works upstream.

After a load of live mussels is procured they are "cooked off." Generally this operation is performed by parboiling the bivalves in a metal trough over a fire. They are put in a long trough, covered with water, gunny sacks thrown over to hold steam and a little of this stewing opens the mussel shells so that the meat (and occasionally a pearl) can be removed. Diggers remove the soft parts and throw them to the buzzards. At this point they sort the shells for market. The odor from an old river-bank mussel camp is something to experience.

Present Indiana market shows that the number one mussel is the maple leaf, followed by three-ridge, washboard and mucket, in that order. Incidentally, the big pearl find of Leon Bouchner's was from a three-ridge mussel.

Bill Barnes, of Indiana's Department of Fish and Game, says that a $2.00 license is a must for mussel diggers of Indiana. Out-of-staters are charged $15.00. He says a mussel must be about 12 years old to be of any value commercially (over two inches) and that the mollusks live to a ripe age if nature and stream pollution

permit. One was once found with growth rings showing it to be 53 years old.

The largest fresh water mussel found in Indiana was an amblema gigantea Barnes, measuring 280 mm. long by 203 mm. high.

Mussels are migratory and continually on the move to find food and the proper type of river bottom on which to thrive. Great shoals of them exist on gravelly river bottoms which they seem to prefer. Mud sometimes covers and destroys them. Half a century ago, before some of our streams became open sewers, a mussel shoal of two acres in extent was common.

Seventy-five years ago it was calculated that diggers of the Vincennes area would occasionally find $200.00 to $300.00 worth of pearls in a single day. For several years it was estimated that "pearl money" circulating in that area amounted to about $10,000.00 per month!

Indians and early settlers ate them—with relish, from the size of shell mounds found, but they don't seem appetizing to Hoosiers now.

OLD TIMER

On August 3, 1889, Herman Rave wrote an article for the *Indianapolis News* after interviewing one Randall Yarbro of Jeffersonville. It is interesting for Mr. Yarbro was ninety years old at the time, well remembered early days in Indiana and had known some of the first leaders.

Randall Yarbro moved from Kentucky to southern Indiana in the year 1810, when Louisville, the metropolis, boasted but one house of brick and one of stone.

Mr. Yarbro saw the first house—a one story log—built in New Albany by Isaac Sprout in 1810. He helped his father build the second one in 1811.

Mr. Yarbro knew many of the historic men of early Indiana—the Shelbys, Carrs, Jennings, Floyds, and Aaron Burr's associates. He saw Aaron Burr himself on his passage over the Falls. But the chief glory of his recollections was General George Rogers Clark.

As Yarbro described him, "Clark lived for six years in a story and a half, three-roomed house at Clarksville, a town of fifty houses. He was a tall man, heavy set and slightly lame. A full beard partly hid his strong face. His dress was the linsey-woolsey of the country and his head covering often a coon-skin cap. His

Uniform of U. S. Army following the American Revolution. (From Quartermaster Corps, Army of the U. S.) This uniform was totally impractical for Indiana wilderness country.

presence was commanding but he knew full well how to mix with the settlers of that new country."

Clark, he recalled, came late one day to the Yarbro home on his return from a hunt and accepted the hospitality of the house. While there he consumed an entire turkey.

General Clark, he said, brought the first Negro slaves into that part of Indiana. They were Uncle Tom, his wife, Aunt Esther and their twelve children whom Clark settled in a spot called Guinea Bottom. After Clark's death the Negro family wandered away.

Quite a number of Clark's men followed the General into Clark's Grant, on the northside of the Falls but the majority sold their property and moved on. The last survivor of Clark's band in the region was Thomas Oliver, he said. Oliver had been left at the Falls when Clark went on to Kaskaskias in June 1778 and was in charge of a small fort on the Indiana side, at a spot known as Whirlpool Point. Oliver died, a very old man, in 1820 in a house built for Governor Posey in Jeffersonville. Yarbro helped bury him in a little cemetery which had been established for veterans of Clark's campaigns. He said the cemetery was too near the river and it all washed away.

Yarbro related that in early days the country was protected by stockades wherever there was a small settlement and everyone fled to these when there was danger of an Indian attack. In 1811 a trapper named Springer was killed "at a little water-course called Springer's Gut, now in the city of New Albany." This caused a stampede of people of the Clarksville area to the stockade at the Falls. Springer, as far as Yarbro knew, was the last white man killed by Indians in that region.

Yarbro remembered the Pigeon Roost Massacre, just south of Scottsburg and said it was committed "by the Pawpaw [Pottawatomi] Indians." News of the massacre caused consternation in all settlements of southern Indiana and panic reigned. Men of Jeffersonville patrolled the little town at night under the leadership of Waller Taylor. Women and children were placed in the blockhouse of the town, under guard.

During Indian alarms no one went anywhere without arms. Rifles were taken to meetings, lashed to plows and kept within arm's reach at home.

Yarbro could easily remember when there were no homes other than log huts in any part of southern Indiana. He said that those who had a tiny pane of glass to stick in a wall for a window were considered extremely fortunate.

The old man said the first school he could remember was opened in Jeffersonville in 1811 but he "could not recollect the first teacher's name and doubted if anyone else could."

He thought the Methodist Church built in Jeffersonville in 1813

was the first in the state, followed by one built in New Albany in 1816.

The first courthouse and jail in southern Indiana were built in Jeffersonville in 1814 and the first mill of that area, other than the one erected by General Clark, was one put up by a Mr. Parker on Silver Creek in 1816.

The first Ohio River ferry was established by a man named Oatman, between "Falling Run," now in New Albany and a point opposite in Louisville, "simultaneous with the advent of General Clark's expedition. This ferry was a link in the road from Virginia to Vincennes, and maintained its importance for a long time."

"All the travel over this road, as well as all the other roads, was on horseback at first. A little later we imitated the Indians, and forming two hickory saplings like long buggy shafts, hitched the horse between them, the hind end of the shafts dragging the ground and bearing a box in which to place the load."

"The first two-horse wagons, driven with double lines, were as great a curiosity as the telephone a few years ago."

"Money was almost a wondrous thing and the man who had a dollar was as rich then as he who has a hundred now. . . . Everything we needed, except iron, salt, steel and leather, was obtained by barter."

"Yes, I recollect Fort Steuben, built by General Clark on Corn Island, where the great bridge crosses the Falls now. It was once quite large, but the River has washed it nearly all away, except the rocks. It was the first settlement in Louisville. It contained the fort, a powder-mill and a large cornfield. Besides this, there was the Fort at Clarksville, [old Fort Clark] where the first Anglo-American settlement in Indiana was made, and the blockhouse where Fort Street in Jeffersonville now is."

POLITICS IS POLITICS WAS POLITICS

All did not go swimmingly with Indiana's first politicians nor has it ever since.

Very early in our government's history Lieutenant Governor Christopher Harrison proclaimed himself the top official because Governor Jonathan Jennings had violated the constitution. Our first constitution specifically stated that "no person holding any office under the authority of the United States, or this state, shall exercise the office of Governor or Lieutenant-Governor." Jonathan

Jennings, while Governor of the state, accepted the office of federal commissioner, at a salary of $12.00 per day, to negotiate with the Indians for purchase of lands in northern Indiana.

It was no straining of the point by those opposing this precedent to say that Jennings had disqualified himself for the governorship.

Jeffersonville's newspaper, the *Indianian,* published an open letter to the Governor, charging him with violation of the constitution.

An investigation committee, headed by Samuel Milroy, was appointed and asked the governor for documents that would "assist the committee to a full, fair and speedy investigation of this unfortunate subject."

Jennings answered that he had served on the Indian Commission for the United States government but with, as he thought, entire propriety, as his motive was service to the people of Indiana.

Another committee met with Lieutenant Governor Harrison, one of the objectors to the Governor's course of action and asked him what he had to say about the whole matter.

Harrison stated that if the committee approached him as Lieutenant Governor he had nothing to say but if the committee recognized him as Governor of the state of Indiana, he had much to say.

The investigating committee did not recognize him as Governor and in a few days Harrison resigned his office. He submitted a formal resignation and a statement that "as far as the officers in the executive department of the government and the general assembly of this state have refused to recognize and acknowledge that authority which, according to my understanding, is constitutionally attached to the office, the name itself in my estimation, is no longer worth retaining." Harrison quit.

Of all this, historian Logan Esarey stated that "all members of the assembly no doubt were aware of the plain violation of the Constitution, yet it seems that only a few had the courage to oppose the Governor."

So the state was left without a Lieutenant Governor. Before Jennings second term expired he resigned the governorship for a seat in congress. Ratliff Boon, president of the senate, succeeded him and served as governor for about three months.

Our next Governor, William Hendricks, also resigned the office on being elected to the United States Senate. Ratliff Boon, who had been elected Lieutenant Governor under Hendricks, also resigned to go to congress. James B. Ray, President of the Senate, became acting Governor and then was elected to the office in 1825.

The state's first representative in congress was William Hendricks and the first two senators were James Noble and Waller Taylor (elected by the Legislature).

Waller Taylor has been described as a "southern fire eater" who tried to provoke Governor Jennings into a duel over the issue of slavery.

James Noble was a brother of Governor Noah Noble and was said to have been a strong man and an able speaker. He died in office in Washington.

Everett Sanders stated of our early congressmen: "The record is filled with chronicles of the fights by all of these men for roads, for canals, for land offices, for settlers' rights and privileges, for frontier protection by rangers and militia. . ."

Our state will always be indebted to these men who laid, as carefully and conscientiously as they knew, the foundation stones for the great state known as Indiana.

PROSPERITY OR BUST

When our state was very young there were those who thought that what needed to be done could best be done by government. There were those who felt that government could spend more than it took in if accomplishments were for the benefit of the people.

Times were prosperous in the nation in 1835 and Utopia was almost at hand. All Indiana needed was the construction of public works to earn enough money that citizens would no longer have to pay taxes. The public works were to be of such benefit to society that no one could argue with the need.

The idea was not hard to sell, nor were such ideas ever. Indiana had *the plan.*

On January 27, 1836, Governor Noble signed into law a bill which had overwhelmingly passed his legislature—The Mammoth Internal Improvement Act. Indiana put her neck in the noose for debts and problems which were to gall her for half a century and humiliate her in the eyes of the world.

Authorized were vast schemes of public works, among which were:

$1,400,000.00 for the White Water Canal.
$3,500,000.00 for the Central Canal.
$1,300,000.00 for extension of the Wabash & Erie Canal.
Wabash River improvement in the amount of $50,000.00.
$1,300,000.00 for a railroad from Madison to Lafayette.

$1,300,000.00 for a turnpike from New Albany to Vincennes.
$1,300,000.00 for a turnpike or railroad from Jeffersonville to Crawfordsville.
Another canal from Ft. Wayne to Michigan City to be done in ten years.

Most everyone was elated. Profits and benefits would take care of all expenses and render future taxation unnecessary. No one seemed to remember that state population was only 350,000 and the majority lacked the common necessities of life.

Corps of engineers were employed and their salaries totalled over $60,000.00 per year. Commissioners were appointed at good salaries to oversee the works. Companies formed and scrambled for business. Financial institutions were hired to sell state bonds. Parties spent months wrangling over proper routes for canals, railroads and turnpikes. Jealousy, incompetence and bargaining became the order of the day. Every community wanted its share of improvements and everyone wanted his project to be done first.

Laborers became scarce, immigrants were brought in, contractors raised wages to obtain employees and Indiana had more money and easier living than it ever dreamed imaginable.

In the first year of the program $3,827,000.00 was spent and there was little to show for it but everyone understood the problems.

In 1837 the financial situation tightened somewhat. Other states, too, were speculating in internal improvements. Several banks failed in the East and land sales in the midwest slowed up. Another $1,600,000.00 was spent.

In 1838 it was obvious that original estimates had been too low and not enough money had been allocated. The wisest heads estimated that an additional $23,000,000.00 would have to be spent to accomplish the goals.

Also at the then current rate of interest required to sell bonds it was computed that $1,150,000.00 needed to be spent to pay the interest on the new debt. Income from tolls on the public works to date appeared to be about $475,000.00, annually.

In 1838 an additional $1,693,000.00 was spent. Governor Wallace, who had been enthusiastic, grew a bit doleful in his report to the legislature. Income to the state of Indiana from taxes was under $50,000.00 per year. The debt was now in excess of $20.00 per person at a time when labor was paid only $10.00 to $15.00 per month!

In 1839 panic reached Indiana. The commissioners could not pay their bills, the state could not pay interest on its debt, no more

money could be borrowed and in August all work was suspended. The legislature was called into session for eighty-five days and it talked expansively, played politics and let the chicanery go on.

At first Hoosiers did not comprehend the financial disaster. The illusion of prosperity had been great; money so plentiful, jobs so easy to obtain, prices continually going up, investments always appreciating. But it was real; a financial nightmare. A barefoot populace had been on a huge spending spree to buy its way to prosperity.

Then the truth began to unfold. Gross mismanagement everywhere, poor books kept and little auditing. Bonds had been dispensed to commissioners to sell and no records kept. Bonds had been sold on credit and no cash delivered to the state. More than $2,000,000.00 was embezzled by state officials and their agents. The banking firm of Morris Canal & Banking had sold Indiana bonds in the amount of $15,000,000.00 but had paid the state only $8,593,000.00. Morris C. & B. closed its doors.

Indiana owed $13 million on bonded indebtedness and another million to the Rothchilds and could not even pay interest. Total income from canals, railroads and turnpikes amounted to $31,000.00.

Indiana, desperate for funds, turned to issuing certificates, called "scrip," on colored paper. Immediately the paper depreciated to 40¢ on the dollar and holders of Red Dog, White Dog and Blue Dog scrip lost their shirts. Still there were people who would accept it if it had "government" underwriting.

Unfortunately all public works had been pushed at the same time and when disaster struck nothing was complete. The state stubbornly worked out a few projects and they were abandoned about as fast as done.

The crowning blow came when private concerns began building railroads paralleling the "public" canals and the latter were doomed.

Fools, dreamers, irresponsible public servants, crooks and unenlightened people had had their day. The Mammoth Internal Improvement Act was one of the colossal and tragic failures of history. Everyone wanted too much too soon.

What did Indiana do? It repudiated its debts and let the investors lose their money. To make it legal they drew up a new state constitution. The new one forbade state debt and today Indiana is the only state in the United States that has no debt and no interest thereby to pay on it.

RAILROADS

As early as 1829 youthful Governor James Brown Ray in his message to the Legislature recommended the construction of two railways—one to run from the Wabash and Erie Canal to some point on the Ohio River and one from Fort Wayne to Lawrenceburg.

Governor Ray was a firm believer in the great future of railroads and though his suggestions were looked upon with a jaundiced eye by most Hoosiers, he thought that Indianapolis would make a good hub for a series of roads radiating to all parts of the state. He suggested that these lines out of Indianapolis would support villages every five miles or so along their routes. There could be towns every ten miles or so apart and cities about every twenty miles. Governor Ray was thought by many to be somewhat touched on the subject.

In the laws of 1832 are found articles of incorporation for eight railroads in the State of Indiana. They were to run:

From Lawrenceburg to Indianapolis
From Madison to Indianapolis and on to Lafayette
From the Falls of the Ohio to Lafayette
From Lafayette to Trail Creek (LaPorte County)
From Harrison (Franklin County) to Indianapolis
From New Albany to Indianapolis and some point on the Wabash River
From Richmond to Eaton (Ohio)
From Jeffersonville to Indianapolis

The state of Indiana reserved the right to hold stock in six of these roads.

In the Legislative Sessions of 1834 and 1835, ten more railroads were chartered in the state. Of these eighteen first roads, eleven radiated from Indianapolis. Governor Ray was smarter than most of his critics.

The practical side of railroading in the 1820s and 1830s was another matter entirely. While they could easily be projected on paper, raising money and getting them built proved to be insurmountable obstacles for many promoters.

The first actual railroad construction in Indiana took place at Shelbyville and was done in 1833 and 1834. There the railroad company, which hoped to eventually build from Lawrenceburg to Indianapolis, constructed a two-mile stretch of track to see how they were going to get along with it. They also wanted to introduce

railroading to Indiana in order, no doubt, to sell some stock. Then too, promoters of the road wanted to get an idea of actual cost of construction.

They had their two-mile experimental line open for public inspection in a celebration held on July 4, 1834. There was no way to get a locomotive to this remote region but a car was built and a horse attached thereto. It was found that one horse could pull a car loaded with 40 to 50 persons at the rate of nineteen miles per hour. Some six hundred Hoosiers had their first "train" ride on that memorable day.

While their first promotion was successful, the Lawrenceburg and Indianapolis railroad company languished for several years from inability to raise money and the road was not completed until 1853.

In order to get things moving the state of Indiana took a very active part in the promotion of railroads (as well as canals and turnpikes), figuring that if private enterprise couldn't do it the government could. So the government did and went broke in the process.

In the famous internal improvement scheme of 1836, it was decided that a railroad should be built connecting the Ohio and Wabash Rivers by way of Indianapolis. Towns of Lawrenceburg, Madison, Jeffersonville and New Albany at once entered into bitter rivalry to get the southern railroad terminus. Madison succeeded and the jealous editor of a rival town's paper said they did so because "the city of Madison is regarded as a selfish, monopolizing set who grasp all within their reach."

Madison got the road, almost as a gift from the state and government lived to regret it. After building twenty-eight miles of track the commonwealth leased the property to private interests and finally sold out at a sacrifice.

The Madison and Indianapolis road prospered as long as it had a monopoly in the southern part of the state but lines which ran to Cincinnati and Louisville soon made it unprofitable and it was a failure, financially.

Strangely, the very first locomotive in Indiana was a miniature and pulled a little string of cars on a portable track. It was considered to be a sort of object lesson to let backwoods Hoosiers see how railroading was done.

RENO

There were five of the boys Reno: John, Simeon (or Simon), William, Frank, and Clinton and they were raised on a farm near Seymour, Indiana.

In their day—and the day of the Renos ended December 12, 1868—they were probably better known around the world than any other family of Indiana.

The Reno Gang has been credited with perpetrating the world's first train robbery, down in Scott County, on the old J. M. & I. Railroad—or, some say, before that on the O. & M. Railroad in Jackson.

The fellows who wrote the Jackson County, Indiana, history book of 1886 were just a bit cagey on the details for no doubt some of the contributors to the history book were conspirators in the lynching celebrations that pretty well finished off the Renos at New Albany.

Several fine books and a thesis have been written on the subject but we will stick with the Jackson County History of 1886 on the matter. Others who want gory details may find them in some of Hoosier Robert W. Shields' good works in various libraries.

Frank Reno was the recognized leader and eldest of the brethern. The old history said that he was "tainted with the dangerous doctrine of the communist" whereby he thought he could "rob the rich with impunity" and "distribute the proceeds among the needy"—namely the Reno clan and associates.

The boys were operating in troublous times. The Civil War was ending and Seymour, Indiana was a focal point for many gangs—a hotbed of law breakers, "thieves, counterfeiters, garroters and confidence men" who "entrapped the unwary soldier returning to scenes of peace."

That they and their sodality participated in numerous bank and county office-safe robberies all over the country, there is no doubt, for at various times they wound up in jails of the nation and quite often made daring escapes therefrom. Some deeds doubtlessly were performed by others of Jackson County and the Renos got the credit.

On May 22, 1868 a J. M. & I. train was robbed at Marshfield, twenty miles south of Seymour, while taking on water. The gang got $90,000.00 in "new notes."

Eighteen months before (and we are here quoting the order in which the Jackson County history relates events) an O. & M. train

was robbed, just east of Seymour, by John and Simeon Reno and Frank Sparks. They made off with two express car safes containing $45,000.00 but were "pushed too close" and had to abandon their loot.

In December, 1867 another O. & M. train robbery took place but no Reno's were definitely known to be involved—perhaps some of their friends.

On July 10, 1868, again on the O. & M., some robbers tried the same trick but this time authorities had been tipped and the gang ran smack into a lot of guns (Pinkerton detectives but the history doesn't say so) which laid low a few and resulted in several men getting captured and lynched.

Law enforcement officers were unable to cope with problems besetting Jackson County. The same situation prevailed over the state generally and it is inferred that some officials were supported financially by lawbreakers to the extent that peace-loving citizens finally, in many a community, formed vigilante committees to do the job of enforcing peace.

In December, 1868 Simon and William Reno were finally apprehended and placed in the New Albany, Indiana, jail. Frank Reno and Charles Anderson (a confederate) were sojourning in Windsor, Canada to escape detention. President Andrew Johnson and Secretary of State William Seward were prevailed upon to bring the rascals back for prosecution and arranged to get them extradited on the solemn promise that these culprits would be held in Federal custody and given a fair trial. Frank Reno and Charles Anderson were brought back to New Albany and placed in jail with Simon and William.

The evening of December 11 saw a gathering of Jackson County regulators who boarded a train, travelled down to New Albany, brushed aside citizens and law officials and hanged the prisoners in a stairway of the jail.

The Jackson County history states that the deed was done "presumably by a band of men from Jackson County."

Following the party friends of the Renos and associates (and there were many) began getting mean and started a reprisal campaign by pushing good citizens around, threatening, burning property and in general causing more trouble than ever.

The Southern Indiana Vigilance Committee forthwith published a number of broadsides announcing under their motto "Salus Populi Suprema Lex," that operations by certain citizens of the county, and they named them one by one, would cease immediately

or necktie parties would take place like the one that happened in the New Albany jail. The vigilantes went to work quietly and effectively and hanged several criminals. An uneasy peace settled on the area.

Clinton Reno was innocent of wrongdoing and so they said was William but they hanged William anyway. John Reno wrote a book about it all and said he decided to go straight and advised others to follow suit—but he died in a den of iniquity clutching a winning poker hand.

SAGAMORES OF THE WABASH

Kentucky has its colonels and Indiana has its Sagamores. The latter is a much more select group as it is younger and appointments have not been so generously doled out.

And what is a sagamore? Originally a sagamore was a chief of second rank among the Algonquin Indians of North America; a sachem so to speak. This made him something equivalent to a colonel in the military.

In a lighter vein it is said that to become a Hoosier Sagamore, originally, a person should have demonstrated abilities in nine fields of endeavor, namely: fishing, hunting, singing, dancing, dining, drinking, games of chance, games of skill and lovemaking.

The organization, Council of the Sagamores of the Wabash, came into being in 1946 under the administration of Governor Ralph Gates of Columbia City. It was the invention of business executive (and World War I pilot) Samuel R. Harrell and attorney Kurt Pantzer—both good Hoosiers and friends of Governor Gates. Its original purpose was to counteract the influence of the mighty organization of Kentucky Colonels. Governor Gates made the first two Sagamore appointments at a tristate political meeting in Cincinnati and very generously gave them to non-Hoosiers, Governor Simeon Willis of Kentucky and Senator Robert Taft of Ohio.

As far as is known these were the only Sagamores appointed by Governor Gates.

Governor Henry F. Schricker appointed some ten Sagamores. Number three was Judge Will H. Sparks of Rushville and number four was Sanford K. Trippets of Hazelton—the first two Hoosiers to the win the title. Among his ten appointees were Emil Schram of New York and Fred Pabst, the famous brewer.

Governor George N. Craig made about a dozen additional appointments and some of his new Sagamores were present Governor Roger D. Branigin and Tennessee Ernie Ford and Herb Shriner.

Governor Harold Handley appointed a few, including the first woman member, Miss Mildred French, first Director of the Indiana Youth Council. Another of his appointees was comedian "Ole" Olson.

The greatest impetus to this select society was given by Governor Matthew Welsh and he increased the tribe by about a hundred during his administration. Captain Eddie Rickenbacker, Governor Henry Schricker, Hoagy Carmichael, Anton Hulman, Jr., President Harry S. Truman and many other very well known names appear on the list. Several governors of the various states had their names added as well as many of Governor Welsh's able department heads, commission members and persons he felt should be recognized for their public service.

Among promient appointees under Governor Roger Branigin's administration are Virgil I. Grissom and Secretary Stewart L. Udall.

No one buys the title of Sagamore of the Wabash. He earns it. As time goes by another great Hoosier tradition (and perhaps some legends) will be built up.

One of the recipients under Governor Matthew Welsh was Carl A. Zenor, then Director of the Civil War Centennial Commission and presently Executive Director of the Indiana Sesquicentennial Commission. His appointment reads as follows.

STATE OF INDIANA
COUNCIL OF THE SAGAMORES OF THE WABASH.
MATTHEW E. WELSH
Governor of the State of Indiana
Know all men by these present:

Whereas, the Greatness of the Sons of Indiana derives, in part, from qualities possessed by the Noble Chieftans of the Indian Tribes which once roamed its domain; and

Whereas, it has been the immemorial custom of the State of Indiana to attract to its support those who have exhibited such qualities; and

Whereas, there has endeared himself to the Citizens of Indiana one

Carl Zenor

distinguished by his Humanity in Living, his Loyalty in Friendship, his Wisdom in Council, and his Inspiration in Leadershp:

Now, Therefore, recognizing his greatness and desiring myself of his counsel, I do hereby appoint him a Chieftan upon my Staff with the rank and title of

SAGAMORE OF THE WABASH

Witness my hand and the Seal of the Council of the Sagamores, at Indianapolis, Indiana, this the sixteenth day of December, in the Year of Our Lord, Nineteen Hundred and Sixty-Three.

MATTHEW E. WELSH
Governor of the State of Indiana

And attached thereto, in the lower left hand corner of the certificate is a beautiful golden seal of the Sagamores and a red and a blue ribbon protruding from beneath.

A listing of all Sagamores is on file in the archives of the Indiana State Library.

SCHOOL DAZE

According to information gathered by Richard G. Boone, once Professor of Pedagogics in Indiana University and others, the first high schools organized in Indiana were as follows:

City	Date	Population
Evansville	1850	3,500
New Albany	1853	7,000
Madison	1855	8,000
Fort Wayne	1857	20,000
Leesville	1858	-----
Columbus	1859	4,000
Princeton	1860	-----
Shelbyville	1862	2,500
Terre Haute	1863	22,000

In 1873, certain high schools of the state were commissioned—that is, their "certificates" were recognized by the Board of Trustees of Indiana University and graduates of such schools were admitted to the University without further examination. The first ten "commissioned high schools" of Indiana, in the order of their acceptance were:

Aurora, Elkhart, Franklin, Greencastle, Greensburg, Logansport, Muncie, New Albany, Plymouth and Princeton.

Among the state's very early private and incorporated seminaries were:

Corydon—1816
Vincennes Academy—1817
Martin's Academy (Livonia)—1819
New Albany School (Scribner School)—1823
Aurora Seminary—1823
Manual Labor School (location unknown)—1824
New Harmony Seminary (Community School)—1826
Cambridge Academy (Lawrenceburg)—1826
Beech Grove Seminary (Liberty)—1827
Hanover Academy (became Hanover College)—1827

The first step toward public education in Indiana was taken by the Legislature when the County Seminary Law of 1818 was passed. It provided that county money collected from fines be turned over to a "trustee of seminary funds" and he was supposed to build a school with same. He was also empowered to lend this money, at his discretion and was permitted a 6% commission for handling. Very little schooling resulted from this arrangement.

In 1824 the Indiana Legislature got around to passing a law requiring seminary trustees of the counties to start building schools when as much as $400.00 was on hand (as per the act of 1818). As a result some seminaries did get built.

Professor Boone, in his *History of Education in Indiana,* stated of the early seminaries:

"The houses were generally substantial two-story structures, well built, with three or four rooms, and for the time and conditions, conveniently arranged.

"They were the educational centers of the county, about which gathered all enterprises, and from whose frequent meetings originated most movements looking to the general, social, intellectual and industrial advancement of the community . . . a common seminary of learning, and equally free and open to all the citizens [except Negroes] of the county for purposes of education.

"Here were held also . . . the religious meetings of the neighborhood, public speaking on social and political questions, lyceums and debates, Sabbath schools . . . and in not a few of the newer counties sessions of the court. . . ."

These were not public schools, free to all, nor were they meant to be. None were self supporting and all were dependent upon tuition fees but at least, the fees were uniform. It was to be many, many more years before Indiana got around to a "free" public school system and for a long time it looked like the state never would.

Among the first county seminaries of Indiana were the following:

1825—Union (Liberty), Knox (Vincennes)

1826—Allen (Fort Wayne), Orange (Paoli), Washington (Salem)

1827—Clark (Charlestown), Hamilton (Noblesville), Martin (Dover Hill), Randolph (Winchester), Sullivan (Sullivan), Vigo (Terre Haute), Wayne (Centerville)

1829—Cass (Logansport), Gibson (Princeton)

1830—Franklin (Brookville), Jefferson (Madison), Montgomery (Crawfordsville), Putnam (Greencastle)

1831—Lawrence (Bedford)
1832—Decatur (Greensburg), Fayette (Connersville), Greene (Bloomfield)

Many other county seminaries were formed as the years went by and it is possible that there were some not mentioned in those years listed above. Old records get musty, dusty and lost.

SESQUICENTENNIAL

This article was written by Dr. Donald F. Carmony, Chairman of the Indiana Sesquicentennial Commission. It briefly explains the function, aims and several projects of the Commission.

(Dr. Carmony is Professor of History and Editor of the *Indiana Magazine of History,* Indiana University; author of various books and articles about Indiana, including *HANDBOOK ON INDIANA HISTORY,* prepared especially for the Sesquicentennial Commission.)

In 1957 the Indiana General Assembly provided for the appointment of an Indiana Sesquicentennial Commission. The act creating this body asked that it develop historical and educational programs for Indiana's 150th Anniversary of Statehood in 1966. The General Assembly acted wisely in giving the Commission time for thoughtful planning and in asking that historical and educational programs be emphasized.

The Commission held its initial meeting early in 1960. Several additional persons were added to its membership by the General Assembly of 1963. The Governor, Lieutenant Governor, State Superintendent of Public Instruction, and Chief Justice of the Indiana Supreme Court are ex-officio members of the Commission. Six legislators serve as regular members, three Senators by appointment of the Lieutenant Governor and three Representatives by appointment of the Speaker of the House.

Twenty outstanding and representative Hoosier leaders are members of the Commission by appointment of the Governor. They represent a variety of backgrounds and every region of the state. Half of these members have served the Commission continuously since its organization. All members serve without salary. Early in 1964 the Commission employed the first member of its administrative staff, which even now, at its peak, includes only three persons other than office staff.

Indiana Sesquicentennial programs and observances are both varied and significant. Starting this fall a Historymobile will visit

schools and fairs in all parts of the state with an exhibit concerning Indiana's early history and its achievements through the years. A series of booklets offering information about Indiana's geography, government, and history suitable for use by junior high students are being distributed to schools and libraries throughout the state. Two booklets have already been distributed, including Indiana's Road to Statehood compiled by Hubert H. Hawkins. This latter booklet contains a copy of the Constitution of 1816 and related documents.

Art, music, and drama will play a basic role in Indiana's 150th Birthday Party. Exhibitions of art will include at least one traveling display of Indiana art through the years. The Indiana University School of Music will offer "A Hoosier Tale" for opera patrons during the summer of 1966. This opera, written for the Sesquicentennial by Professor Walter Kaufmann concerns William Conner and the Delaware Indians. A number of civic theaters and other dramatic groups will sponsor revivals of Hoosier plays. Vincennes University will again present *Alice of Old Vincennes* and one of the two plays offered by the Indiana University Showboat will be a Hoosier revival.

Only "samples" can here be offered of other programs and observances. For instance, an attractive Indiana Sesquecentennial exhibit is on display in a choice location at the Indianapolis Airport, a collection of "Indiana Beautiful" pictures will be featured at the Indiana State Fair, valuable manuscripts and letters are being collected for deposit and preservation in Indiana libraries, filmstrips concerning Indiana's history and heritage are being distributed to schools, articles about the state's history and achievements are being supplied Hoosier newspapers, and a *Guide Concerning Pageants and Ceremonials* will shortly be sent to representatives of county sesquicentennial committees.

Permanent and significant results should flow from Indiana's Sesquicentennial. (The centennial of statehood in 1916 contributed to the establishment of Indiana's first two state parks.) The Indiana Sesquicentennial of 1966 should contribute significantly to the improvement of state and local parks, to a strengthening of state and local historical societies and libraries, to an advance in Indiana's much delayed museum program, and to an increased and improved teaching about Indiana's geography, government, and history at the junior high level. Only by placing major emphasis on goals such as these, can Indiana's Sesquicentennial contribute

results of significance in preserving and interpreting Indiana's history and heritage.

Donald F. Carmony, Chairman
Indiana Sesquicentennial Commission

SHAWNEES

Historic Indians, like the whites who came after them, were from all over the place. Shawnee legends, for example, were to the effect that they had come from the southern part of Georgia and northern Florida where they lived along the Shawnee (Suwanee) River. They said before that they had come from over the sea.

Shawnee people were restless and warlike, unable to get along with their neighbors for long and had been in conflict with the Cherokee, Creek and Choctaw down south. They came in to the Midwest where they lived among the Delaware and allied tribes and were known as one of the "permitted" tribes—allowed to live here by permission of the Miami.

Shawnees were particularly cruel to whites who encroached on them and fought savagely from the early 1750s until the time of their famous leader, Tecumseh, in the War of 1812. They never liked white men.

They were variously known as Shanowas, Shawanee, Chauanons (by the French) and Shahahanway (by the Miami). Their nation was Algonquin-speaking and made up of four main tribes. These were the Piqua ("a man coming out of ashes"); Mequachake, from whom came their priests and shamans; Kiskapocoke, their warrior group; and Chillicothe, which was the name of one of their main places of residence.

When building a new village their first task was to erect a bark-covered council house. It was quite large and generally had one door on the east side. Their houses were often circular and forty to sixty feet in diameter, sheltering several families, were more or less permanent and occupied full time excepting in cold seasons when everyone went on winter hunts. Generally they lived along the bottoms of creeks and rivers where hunting was easiest and best.

It was the practice of the Shawnee to counsel together and make sacrifices of game and captives before arriving at any decision which would affect their nation. Shawnee were known to ceremonially eat war captives.

They believed in a "Master of Life" who made them first and all other nations later. The inferior races He made white-skinned

and placed them across the big stinking lake. The Master of Life came among them, they thought, and sang with them at religious meetings and if they didn't hear His "still, small voice" their sacrifices were not accepted.

Shawnee dead were buried underground in deep graves lined with bark; heads to the west and bodies extended. Deceased Shawnee were generally laid out for four days before burial and inspected frequently for signs of life. Braves were usually buried where they fell in battle. Funeral guests brought gifts to the bereaved and mourners at graves asked the dead to forget this life and not return to haunt people in the future.

A "Turning Dance" and contests were held to honor the dead and often there were elaborate ceremonies.

Younger sisters were given to men to replace their deceased wives—even though they did not like their brothers-in-law. A Shawnee girl's marriage was arranged by her parents.

Like most Indians of the Midwest, Shawnees captured many whites and adopted a lot of them into their tribes. Quite a few whites lived out their lives with their captors, finding Indians' easy ways to their liking. In several instances, captives took three or four years to "escape." A few of their better known white captives were William and John Conner, Stephen and Abraham Ruddel, George Ash and Oliver M. Spencer. Ash was a boy of 10 when captured by a Shawnee war party in Kentucky in 1780 and he lived with them, fought their battles and went on raiding parties thereafter.

Like most nomadic people they continually divided into bands which drifted away from the main group. In the 1770s the tribe almost divided in half when a large number, of their own volition, went across the Mississippi and settled about Cape Girardeau. They were thereafter known as the "Absentee Shawnee."

Some outstanding chiefs of their nation were Cornstalk, Black Hoof, White Fish, Waweyapyassinwa, Chief Butler, Black Bairde, Wolfe, Capt. Lewis and Silver Heels. Perhaps their three best known leaders were Tecumseh, his brother The Prophet and Blue Jacket.

SONGS WE'VE SUNG

If *Shake It, Shake It Sloopy* or *Hang on to What You've Got* or *Positively Fourth Street* are beginning to wear on the ear-drums take heart. A perusal of songs that have been sung by Hoosiers down through the years reveals that no decade has been free of

music that the older generation of any particular period did not find a bit grating on the auditory organs.

Some of the familiar songs of this day go very far back in our history. The men (and women) who fought in the savage border wars before Indiana Territorial days were singing such as *Auld Lang Syne, O! Dear! What Can the Matter Be, The Wearing of the Green, Yankee Doodle* and *Drink to Me Only With Thine Eyes,* along with many, many more that we still sing and quite a few that are now long forgotten.

During Indiana's Territorial Days some of the airs being written and becoming popular were *The Blue Bell of Scotland, The Harp That Once Thro' Tara's Halls, Believe Me If All Those Endearing Young Charms, 'Tis the Last Rose of Summer,* and *The Star-Spangled Banner.* One song, then popular but now unknown was called *The Battle of the Wabash,* written shortly after the Battle of Tippecanoe.

The Missouri Harmony was a favorite of William Henry Harrison and from it came the word "Corydon," which name was given our first state capital. Like so many of our early ones the words are sad—

"What sorrowful sounds do I hear, Move slowely along in the gale;
How solemn they fall on my ear, As softly they pass through the vale.
Sweet Corydon's notes are all o'er, Now lonely he sleeps in the clay,
His cheeks bloom with roses no more,
Since death call'd his spirit away."

We can sometimes wonder what this land of ours would be had our forefathers come into Indiana singing *I Got You Babe* or *The Freddy* or *Run Baby Run* but a safe guess would be that they had stuff equally nauseating to their fathers' ears.

Some of our early settlers, following the formation of Indiana sang the then new *Silent Night, Hail to the Chief, Home, Sweet Home, The Old Oaken Bucket,* and *From Greenland's Icy Mountains.*

In the 1830s such tunes as *America, Rock of Ages, Zip Coon (Turkey in the Straw), Flow Gently Sweet Afton, Antioch (Joy to the World)* and *Annie Laurie* were known and loved. Many more, most little remembered and now unknown were popular. We have never been short of composers in this world.

By the Mexican War period our citizens were humming and singing *Columbia the Gem of the Ocean, Old Dan Tucker, The Old*

Gray Goose and *Roll On, Silver Moon.* And when the boys came back from Mexico they were soon crooning and dancing to *Oh! Suzanna, Nelly Bly, Wait for the Wagon, My Old Kentucky Home, Jeannie With the Light Brown Hair* and *Jingle Bells.* Some of the other melodies written and popular in the 1850s were: *It Came Upon the Midnight Clear, How Can I Leave Thee, Massa's in De Cold Cold Ground, Listen to the Mocking Bird, The Wedding March, Ava Maria* and *Nearer My God to Thee.*

The coming of the Civil War brought with it a great number of songs and music that we still know well. Our Civil War grandfathers were harmonizing *John Brown's Body, Battle Hymn of the Republic, When Johnny Comes Marching Home, Beautiful Dreamer, Tenting on the Old Camp Ground, Just Before the Battle, Mother* and a number of others, too numerous to be remembered here.

The twenty years following the Civil War saw composers and their airs bustin' out all over. Some of the names got to be as grusome as the present day *May the Bird of Paradise Fly Up Your Nose* and as etherial as *Get Off My Cloud,* but still there were scores that we have hung onto these past 100 odd years. In the 1870s came *Silver Threads Among the Gold, The Kerry Dance, Grandfather's Clock, Stille Nacht, Heilige Nacht!, La Paloma, Carry Me Back to Old Virginia, Where Was Moses When the Lights Went Out* and *Oh! Dem Golden Slippers.*

The 1880s witnessed more and more music and some tunes very familiar to us now. There came *Funiculi-Funicula, There's a Tavern in the Town, Rock-A-Bye Baby, Semper Fidelis, Oh Promise Me, The Washington Post, Down Went McGinty* and even *Where Did You Get That Hat.*

The listing of songs in the gay nineties gets much longer and but a few titles will be noted here. Some of the old time favorites are listed but it must be said, in fairness to our modern composers that writers of the 90s and 00s had song titles, ditties and phrases so prolific that they could easily put current favorites to shame. The 1890s saw *Annie Rooney, Molly O(Mauvourneen), Ta-Ra-Ra Bom-Der-E, After the Ball, The Bowery, When the Roll Is Called U. Y., Sidewalks of N. Y., The Band Played On, America the Beautiful, A Hot Time in the Old T. T., Love Makes the World Go Round, Kentucky Babe, On the Banks of the Wabash Far Away, The Rosary, A Stein Song, Always, Hello! Ma Baby, Strike Up the Band, Violets* and on and on and on.

A listing of songs after the year 1900 gets far beyond the range of this brief treatise. Suffice it to say that third and fourth great grandfathers most assuredly had their days' version of *Baby I'm Yours* and *Yesterday.*

SURVEYORS

The first surveyors of Indiana were the real forerunners of civilization. It was a surveyor who entered a wilderness area known only to a few traders, soldiers and Indians to spy out the land and report about it, while running lines and setting boundaries.

Early laws regarding surveys unfortunately did not require surveyors to include in their field notes the character of soil, natural features, location of trails, roads, cabins and such, that later surveyors included so they are sometimes lost to historians. However, the brief notes and remembrances of the first surveyors in the wilderness provide us with fascinating bits of information and human interest stories.

In the Floyd County area one surveyor told about the prodigious knobs and cliffs which were so high "he could see half-way across the state of Kentucky" and of such rough, elevated places that he could hardly get over. And he mentioned the burnt-off places, overgrown with millions of briars through which any kind of travel was impossible.

Early notes are full of encounters with bears, panthers and wildcats and frequently wolf dens are mentioned. Nathan L. Squibb, while surveying in Gibson County found a lair where some 300 rattlesnakes were killed in one day.

In Pike County, surveyor-helpers George Tate and Thomas Shay found a couple of panther kittens playing near their camp. They sneaked up to catch them but mother panther lurking nearby had other ideas and attacked, killing Shay on the spot. Tate, unable to fire his rifle, used it as a club and knocked the panther down but she was full of fight and attacked him. His priming was knocked out of the pan of his rifle and he fought the panther as best he could. He shoved the muzzle of the rifle down the panther's throat but she wrenched free and grabbed his arm in her jaws. Tate finally killed the cat with his hunting knife but by the time he was found by other members of the surveying party was almost dead from loss of blood. The panther's body was lying over him and

the two kittens were nestled up close. Shay's bloody body was discovered, covered with leaves by the panther's mate. It was treed and shot. The surveyors buried poor Shay's body. Tate recovered.

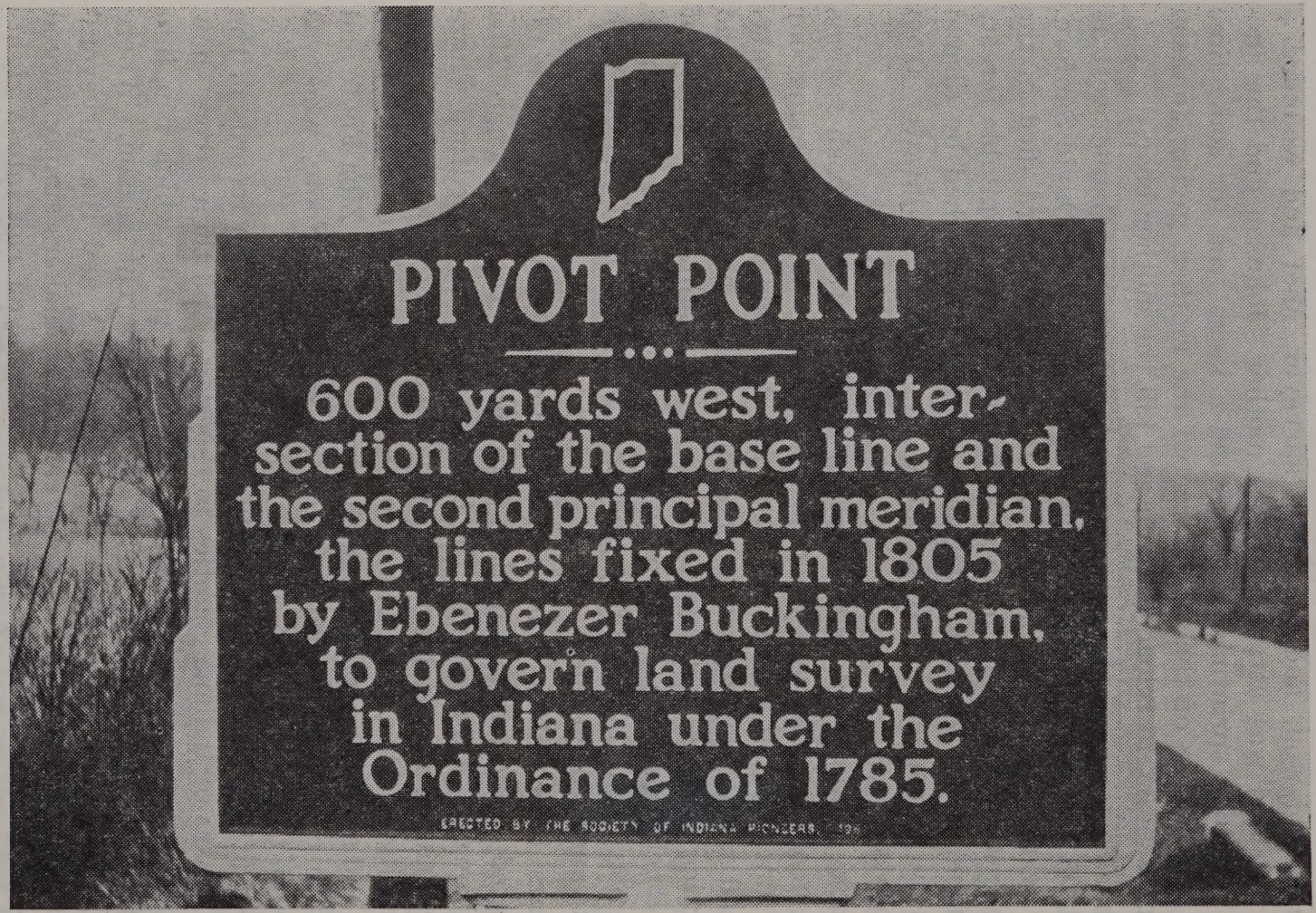
David Johnson, another early surveyor, shot and wounded a bear cub and was attacked by its mother. Johnson and the she-bear played a sprinting game around a large tree for some time until the crying of the cub attracted the mother, giving Johnson an opportunity to reload his gun and kill the mother bear.

Ziba Foote, a young surveyor just out of Yale, came west in the 1805 and did some surveying with a classmate, David Sanford. Both were stricken with malarial fever and Sanford died in the wilderness. Foote made his way alone through unhospitable forests to Cincinnati. One night, without a fire and drenched by dismal rains he quenched his fever-thirst by drinking rainwater from his boots.

Plucky young Foote set off again in the lower Wabash regions with another surveyor, William Rector and while surveying our early lines in that region was drowned in a pond in Gibson County. He had tried to swim across the pond with a heavy compass and other implements fastened to his belt. At night, by the shore of that lonely pond the dead young man was wrapped in bark pulled from a tree and buried in a grave that had been hollowed out with an axe and wooden spade.

Years later Ziba's younger brother, Doctor Winthrope Foote, migrated to Indiana and made a pilgrimage to the pond where Ziba had drowned. He recovered the body and took it to Bedford where he reburied it in a large mausoleum hewn out of solid rock. There it remains to this day. Ghouls opened this sepulcher a few years back and several people viewed the dusty remains of Ziba Foote and the iron coffin of his brother, Doctor Winthrope Foote, who was buried in the same tomb.

Most of the field notes of early surveyors exist in records of the courthouses of Indiana counties to this day. And their errors show up to this day too, particularly on county roads which run into unexpected little dog-leg turns for no apparent reason. Where county roads run on section and range lines and the surveyors' errors resulted in "bad" corners, early road makers simply jogged to keep on the boundary lines. Next time you run into a right-angle dogleg turn on an otherwise straight road, chances are pretty good that you are on a very old road and at a place where the surveyors' lines failed to meet precisely.


PIVOT POINT
600 yards west, intersection of the base line and the second principal meridian, the lines fixed in 1805 by Ebenezer Buckingham, to govern land survey in Indiana under the Ordinance of 1785.
ERECTED BY THE SOCIETY OF INDIANA PIONEERS

Historical marker at Pivot Point south of Paoli, Indiana.
(Photo by J. M. Guthrie, 1964.)

SURVEYS OF EARLY INDIANA

Indiana was the first state to be laid out by a system that was simple and uniform.

Before the creation of our territory, survey systems were experimental and shifting and created many problems which remain in states older than the 19th state.

Ohio, for example, was first broken up into districts and reserves and these were surveyed separately.

Kentucky had practically no system of survey in the beginning and as a consequence has had no end of litigation and feuds (some very bloody) arising out of disputed claims over property lines.

When Rufus Putnam, of Ohio, was surveyor-general, several attempts at uniformity of survey for the U. S. were attempted. Jared Mansfield, who succeeded Putnam, did his first work in an area known as the Vincennes Tract which stretched from the Wabash River eastward for fifty or sixty miles. Mansfield's problem in the way of uniformity was immediately apparent to him for all the area about the Vincennes Tract was then Indian territory. Knowing that it would eventually become whiteman's land, his problem was to initiate a uniform survey that would tie in all of Indiana and the rest of the country westward with some type of easy-to-figure system: one that even a non-professional surveyor could understand.

Mr. Mansfield's solution was to fix a base line and a meridian line to govern all subsequent additions of territory. His base line or that line running east and west, was established at a corner of Clark's Grant at the Falls of the Ohio and ran westward to the Mississippi. His meridian line, called the Second Principal Meridian, or the one going north and south on the map, touched a corner of the Vincennes Tract—the particular area he had to first survey. The point where these two lines—the base line and meridian—crossed is located just south of Paoli, Indiana. The First Principal Meridian is the present Indiana-Ohio state line.

From this beginning point Mr. Mansfield's system was to lay out uniform townships in a rectangular pattern, all over the country. Each township was to be six miles square and divided into sections; each section containing 640 acres. Each square, called a "congressional township," is today, therefore, made up of 36 sections, each section being one statute mile square, approximately.

Each "layer" of townships was numbered in consecutive order, north or south as they reached away from the base line—that is, township 1 north, township 2 north, 3 north, etc., and the same to the southward of the base line; township 1 south, 2 south, etc. This system works very well to inform anyone who makes an attempt to learn the system, just where property is located north and south of a point near Paoli, Indiana.

As to locating places and things east and west of this surveyors' point, Jared Mansfield called the tiers of congressional townships by the term "ranges." Thus, we have range 1 east, range 2 east, etc., as townships progress toward Cincinnati, and range 1 west, range 2 west, etc., as the blocks of land progress toward the Pacific Ocean.

To illustrate; Indianapolis is located in the 15th tier of townships north of "the point" in Orange County and in the 3rd tier of townships east of "the point." So Indianapolis, is in township 15 north, range 3 east. In miles it would be then, something like 90 miles north of the base line and eighteen east of the meridian.

This beautiful system was readily adapted to new acquisition of lands and made a relatively simple process of exactly locating any spot and describing it, once a systematic surveying job was undertaken and township corners properly marked. After township lines were run then sections lines were surveyed and marked. The great discrepancy in this system is the simple fact that the earth is round, not flat, so the farther northward the system goes, the smaller the distance between meridian lines—and eventually a point is reached where a township simply can not be 36 square miles. Mansfield solved this one by establishing a new base line up in southern Michigan and starting over! Actually, the system is practical but in measuring distances on the face of the earth it is impossible to have an absolute, uniform system of land dimensions following this pattern.

But Indiana had the first good one and it has worked very well for all these years.

Exceptions in Indiana exist around Vincennes and Jeffersonville. These two places were surveyed before Jared Mansfield got in on the act. An old French survey system was used around Knox County and there the lines run diagonal to our system. Down around the Falls of the Ohio, George Rogers Clark laid out his Grant and used about the same "catty wampus" pattern that the Frenchmen had.

SYMBOLS AND SUCH

Back in 1963, on March 11, the Indiana Legislature adopted an official poem for the state. The author, Arthur Franklin Mapes, is a native of Kendallville. His poem:

God crowned her hills with beauty,
Gave her lakes and winding streams,
Then He edged them all with woodlands
As the settings for our dreams.

Lovely are her moonlit rivers,
Shadowed by the sycamores,
Where the fragrant winds of Summer
Play along the willowed shores.

I must roam those wooded hillsides,
I must heed the native call,
For a pagan voice within me
Seems to answer to it all.

I must walk where squirrels scamper
Down a rustic old rail fence,
Where a choir of birds is singing
In the woodland . . . green and dense.

I must learn more of my homeland
For it's paradise to me,
There's no haven quite as peaceful,
There's no place I'd rather be.

Indiana . . . is a garden.
Where the seeds of peace have grown,
Where each tree and vine and flower
Has a beauty . . . all its own.

Lovely are the fields and meadows,
That reach out to hills that rise
Where the dreamy Wabash River
Wanders on . . . through paradise.

In 1963, the State Legislature got around to adopting a state seal. The one chosen had been in use for 162 years but at long last it became official.

Indiana's seal depicts an early pioneer scene, so well known that it hardly needs describing here. However, there have been endless variations. The fellow chopping down a tree appears to have a hat or no hat, according to various artists. Also he is cutting one tree or more than one, depending. On some seals there are as many as five buffalo but generally one does the job. Some say the sun is rising over the background hills and some say it is setting but these are minor details. The scene is attractive and befitting of Indiana's early days. Some people question the "buffler" being a native, but there is no question about the bison's right to be on our seal. Buffalo were once in Indiana by the thousands.

Our bird, the cardinal was officially adopted by the General Assembly on March 9, 1933. Certainly no one can argue much about his rightful place in the scheme of things unless we would like to go back to Indiana's beginning when there were millions of passenger pigeons and thousands of parroquets and assorted eagles around Hoosierdom. The cardinal is a beautiful bird and stays here the year around, whistling at times like a boy calling his dog.

Nor should there be an argument about the yellow poplar's place as the official Indiana tree. It was once well-distributed over Indiana but was in so much demand that the southwestern part of Indiana became almost its last stand. Now it is popular to plant the poplar and we're beginning to see *Liriodendrom Tulipifera* all over the place (as well Hoosiers should). There was no better wood available to our forefathers—and they certainly had many trees to choose from—when it came time to build. Today we must be content with much inferior wood. The tulip poplar is a lovely tree and very considerately puts out its branches in a most cooperative manner for Hoosier boys and girls to climb.

Indiana once had an official slogan, but it now seems to be quite forgotten. It was writen by Sarah T. Bolton and set to music by Corinne L. Barcus. It is:

The wind of heaven never fanned,
The circling sunlight never spanned
The borders of a fairer land
Than our own Indianaa-a,
Indiana, Indiana.

Our proud state flag, now the familiar gold stars, torch and rays set on a field of blue was at first one of three vertical sections

like a French or Italian flag. The original (used in Bloomington in 1916) had a central section of blue and outer sections of green. In the blue, central section were the 19 stars arrangement and a gold fringe around everything. The present flag is much prettier. It was adopted in 1917.

Among Indiana's symbols are the peony, adopted as our state flower in 1957; motto, "Crossroads of America," adopted in 1937; and song, "On the Banks of the Wabash," adopted in 1913.

"THROUGH CAVERNS MEASURELESS TO MAN"

There are over 300,000 sinkholes in Indiana. Beneath every one of them there is a cave.

The main cave region of Indiana extends from Greencastle southward and eastward to the Ohio River through Putnam, Owen, Monroe, Greene, Lawrence, Martin, Orange, Washington, Crawford, Perry, Harrison and Floyd Counties. This region is known as "karst topography." There are over 600 known caves here and probably that many unknown.

Beginning in the upper layer of limestone, known as the Paoli and down through other strata known as St. Genevieve, St. Louis, Salem and Harrodsburg, in that order, caves start BIG above the water table and seemingly get smaller as the limestone gets deeper beneath it. This, however, is a general statement. Indiana's largest cave is in the Salem limestone.

Most famous caves of Indiana are big Wyandotte, Marengo and the Lost River system. The first two are commercial and it is very easy to go in them. Big Wyandotte, its owners say, is about twenty-three miles of cavern—one of the largest commercial caves around.

Wyandotte has been known by man for many centuries and bits of bark torches carried in by Indians may still be found in some passages. White men mined saltpeter in this cave in 1812 and called it Indiana Saltpeter Cave. Spelunkers have continually found new passageways and no one knows how far the thing may meander. It contains a room in which is "Monument Mountain"—a mass of breakdown one hundred five feet high—perhaps the world's largest. Wyandotte is dry and safe—its temperature and humidity nearly constant. But Wyandotte has not been mapped so Indiana's largest mapped cave is: Blue Springs Cave in Lawrence County, on the south side of White River. Natives know some of its openings as

Idealized drawing showing various types of speleothems. A stalactites. B, straw stalactites. C, stalagmites. D, stalacto-stalagmite. E, tiered stalagmite, F, draperies. G, rimstone. H, breakdown. I, flowstone. (Taken from Dick Powell, *Caves of Indiana,* Indiana Geological Survey Circular No. 8, 1961.)

Bolton's Sink, Colglazier's Sink, Stumphole Cave and Tary Park Cave. Over sixteen miles of it have been mapped, a lot by Spelunkers from Indiana University. Much of the mapping has been done by boat or rubber raft. Blue Springs Cave is a dangerous one because all surface water goes into it and a cloudburst can mean death to an adventurer below.

Marengo is a fine cave—big and dry and boasts some pretty speleothems. It doesn't meander for miles and miles but the 4,000 foot passageway is huge and visitors have the weird experience of walking under the Marengo cemetery. Kids discovered it in 1883 while playing in a sinkhole.

There are a few shaft caves in Indiana. These are unlikely things which go straight down into the bowels of the earth, right through solid rock. There is one called Shaft Cave, a few miles west of Bloomington. Its entrance pit is twelve feet in diameter and drops eighty-four hair-raising feet down very smooth walls.

A collapsed sinkhole caused by failure of a cavern roof can produce a double cave, such as Twin Caves at Spring Mill State Park. There are many of this type with an opening known as a "gulf" between.

Sullivan's Cave is a tricky one, located about two miles west of Springville. It is huge and not fully explored. Eleven miles of it have been mapped so far and one end comes out at Speed Hollow Cave. It, like Wyandotte, has a large room with a mountain of breakdown in the center and on one side of this room is a very dangerous opening to a lower level.

Lost River system is all spread out in Orange County, primarily, and has many swallow holes along the course of its above-ground stream bed. Only in periods of heavy rains is there surface water in Lost River. Its underground system flows for miles and it emerges at "rises" such as the one at Orangeville.

Harrison Spring, six miles west of Corydon is just such a rise, and this spring is 110 feet long, 80 feet wide and 35 feet deep. It is Indiana's largest spring.

Most of us begin to be bewildered when we discuss stalactites and stalagmites but speleologists get dreamy-eyed when they find someone who will talk about traps, pits, karst windows, rimstone, helictites, grikes, lapsies, dolines, Miller's thumb, palettes and all these things known only to their fraternity.

One thing is certain. Indiana is known to spelunkers and Hoosier caves offer challenges to the best of them. Underground mountain climbing, Scuba diving and black damp may not appeal to all but

for those who enjoy it, the upper and middle Mississippian limestones of the Mitchell Plain and Crawford Upland have much to offer.

A most interesting book on this subject, entitled CAVES IN INDIANA, was published in 1961 by the Indiana Department of Conservation. Its author is Richard L. Powell, who makes us feel insignificant.

TIMBER! ! !

No living man knows the extent of the greatest hardwood forest in the historic world. It once covered most of Indiana. Foresters state that the largest trees, outside of California, grew in Indiana. Certainly the greatest hardwood trees in the world grew here. The forest (singular) of Indiana at one time covered 28,000 square miles—the entire area from east to west and from the Ohio to the upper Wabash and beyond—and it was unbroken wilderness.

An early writer, Ignatius Brown, stated, " For scores of miles in all directions the country was covered by a dense growth of hardwood trees, 120 to 150 feet high, their tops so interlaced when in full foliage that the sun's rays rarely reached the ground. On dark days the shade was so deep that twilight ruled at midday. Underneath these giants stood other trees of the same or lesser species, striving upward to the light, eager to fill the spaces left by lightning or tempests in the upper ranks. Under these crowded thick masses of bushes, vines and weeds which, with fallen trunks and tops made a jungle impassable in most places except by following the paths worn by wild animals. Traveling was difficult for a man on foot, barely possible for a man on horseback and impossible for a wagon unless the way was first cleared by the axe."

Calvin Fletcher, Jr., in a paper prepared for the Indiana Territory Centennial of 1900, said, "In 1836 I traveled over thirty miles of the Michigan Road, north. The full width, one hundred feet, was chopped out clean. The central forty feet was cleared, but thirty feet on each side seemed an enormous, continuous log heap of white oak."

Mr. Fletcher ranked the burr oak as the very king of all species, good for any use. Ash he put next to oaks in commercial importance, probably because of its general use, in his time, in the manufacture of implements and handles.

Of yellow poplar, our state tree, Mr. Fletcher said, "A vision of beauty in forest growth appears before me. It is the queen of all here or elsewhere. With stateliness of trunk unequaled, with foliage more perfect than any save the sweet gum, with glorious canopy crowned, with golden shaped flowers . . . with scarlet petals fragrant as the rose, with mixed aroma of rich wine and carnations—conceive of all this and you have a faint idea of the yellow poplar, the tulip tree. . . ."

In 1923 George S. Cottman wrote, "The largest tree now in Indiana, and some claim, the largest east of California, is undoubtedly the famous sycamore standing in a field a mile and a half southeast of Worthington, and which is forty-two feet and two inches in circumference at a height of five feet from the ground, as measured by Dr. W. B. Clark. . .

"Traditions survive of other forest giants that far exceed most of those that exist today. M. Crabb . . . testified that there had stood on his father's land, about three miles southeast of Brownstown, Jackson County (Section 16), a colossal sycamore that was said to have measured sixty-seven feet in circumference. The hollow stump of it stood, Crabb says, until 1864, and, says he, 'I have on several occasions seen a pole eighteen feet long turned completely around within the stump.' "

In 1911, Charles C. Deam, State Forester, stated that the lower Wabash valley was prolific in large specimens. There were found a sycamore 33 feet in girth; a yellow poplar, 25 feet; a cottonwood, 22 feet; black walnut, 22 feet; burr oak, 22 feet; red oak and honey locust, 18 feet; linn, 17 feet, 6 inches; sweet gum, 17 feet; red maple, 13 feet and a beech, 11 feet.

Jackson County at that time had a chestnut 22 feet circumference. In 1880 at Blooming Grove, Franklin County, stood a catalpa with a circumference of 15 feet.

Near Madison in 1910, there grew a buckeye which was two feet through but this played a poor second to one in Rush County. There, in 1840, Rush Countians cut a buckeye which was 4 feet and more in diameter and from it made a canoe which was pulled by six horses — to participate in the Tippecanoe and Tyler Too campaign.

PIPES

From *Prehistoric Antiquities of Indiana* **by Eli Lilly, 1937.**

TOBACCO

In the long pull Indians will have killed more whites (as well as other shades of mankind) than all the thousands of "redmen" destroyed by our ancestors, for among other things introduced to the world by them was tobacco. How many men have died and will die as a consequence of taking on this Indian discovery will never be known.

White men have been using the weed and its products for about four hundred years but Indians knew about its joys and sorrows for countless centuries before.

Indians smoked several varieties of tobacco and mixed it, often with other leaves and substances. Among these were Jimson leaves, poplar bark, dried birchwood, dogwood, sumac, sweet willow, dried laurel, bearberry and manzanita leaves, to name a few. Perhaps some of our future smokes will be from among these mentioned, for after all, the Indians used this stuff long, long before white men knew of it.

Interestingly, there are many kinds of tobacco plants in North America and the type we smoke today (Nicotiana tobacum) was introduced by English colonists to Virginia and was a product of South America.

The word Nicotine seems to be derived from Jean Nicot, a French ambassador to Portugal, who dabbled in a little of the leaf and sent some to Catherine de Medici, or so the story goes.

Indians first blended tobacco and it is known that they used different mixtures for different ceremonies. That they should do so is readily understandable for although they knew about curing to a degree, the true weed was mighty strong and no one could smoke it straight.

It was venerated by ancient Indians above most everything else. They used it in all ceremonies, scattered it in camp fires, burnt it in sacrificial rites, blew smoke toward the cardinal points, scattered it in the winds, fastened tobacco leaves in water to insure fishing luck, applied it to wounds, internal, external and mental and took it with them to their graves. They smoked it in pipes, they smoked it in cigars and they rolled cigarettes by filling leaves with other substances in the roll. And when white men discovered these things they took tobacco to the rest of the world and it was used by the most learned doctors to cure everything from carbuncles to stomach-aches. Whites used it for about as many things as Indians did; heating leaves and applying them to affected parts,

rolling little pills and sticking them in body cavities, making syrups and ointments and inserting tobacco juice in open wounds. They even advocated using the ashes from pipes as a dentrifice.

When we think of Indians smoking, we automatically think of a calumet and a peace treaty and conjure up all sorts of ideas about red men and white men sitting around a camp fire, passing a long-stemmed pipe that looked like a tomahawk about the circle, solemnly inhaling and waiting and burying hatchets and all these things. They happened, but infrequently.

Tobacco to Indians was mainly smoking and they indulged in it just like other men did, do and will. The Indians of the midwest seemed to have liked pipes best and they could whip up an emergency pipe from damp clay in very short order if they left their equipment back at camp and sometimes even used community pipes which had several stems, so that a little raiding party could sit around a common bowl and puff away.

Indians had tobacco brands so potent they could produce states of intoxication, ecstasy or even delirium. They are known to have smoked cigars in reverse, when buddies met. This system consisted of one fellow putting the lighted end of a cigar in his mouth and blowing smoke into the lungs of his pal on the other end of the stogie.

White men have much to learn about smoking but we must remember that we are just beginning to know about it. The fellows that were chased out of this region had been experimenting with it and its uses far longer than American, P. Lorillard, R. J. Reynolds and all the others put together.

TOWNS—Ghost & Otherwise

Towns are constantly being born in Indiana but death keeps taking its toll. At any given time it is almost impossible to say how many communities there are! Our official state map indicates that about 2,500 exist today—alphabetically listed from Aberdeen, in Ohio County to Zulu, in Allen County.

If our map had to show all the defunct towns in Indiana, geodetics boys would have to use a lot more paper in order to locate them. Indiana even has a Ghost Town (down near Huron, on U.S. 50), operated by an enterprising young man named Ed Hirsch.

Many towns of Indiana were started by speculators. They bought land at low prices, selected advantageous sites, platted out a com-

munity and sold lots—often to other speculators. Some of these towns developed and some did not. Most were established along rivers in the very early days as major streams were regarded as commercial outlets of the future. One reason for the selection of the site of Indianapolis was its position on a "navigable" stream.

Down in Scott County, long ago, there were two very thriving towns named New Frankfort and Woostertown. They boasted tanyards, woolen mills, chair and wagon factories, blacksmith shops, saloons and many other things. Railroads came through, bypassed them and today you'd never know they existed.

Up and down White River's western branch were such once-booming little burgs as Port Royal and Far West (and there was even an ancient French post and mission somewhere about Waverly). Palestine, Bono, Rivervale and Port Williams (in Lawrence County) have long since gone to their rewards or wherever it is that dead towns go.

Decatur in Dearborn County was promoted by Jesse L. Holman but it failed, as did New London in Jefferson County, ten miles below Madison. Jeremiah Sullivan (who some say named Indianapolis) laid out Centerville in Clark County, four miles above Westport, Ky., but Centerville never made it.

New York in Switzerland County; Newmarket in Harrison (boasting a population of 225 in 1850); Cincinnatus in Greene County, near Worthington (there is a community of Cincinnati in that county today); Hindostan in Martin (still a nice picnic and camping spot); Pressburg in Jefferson County, near North Madison; New Market in Tippecanoe County, twelve miles above Lafayette; and Tiptonsport in Carroll County, a few miles above Delphi, are only a few of many defunct places of Hoosierdom.

Of Indiana's first fifteen towns with postoffices, six are no longer around and some others have changed their names. Who ever heard of Emersonville, Salisbury, Smockville, Heazleton's Ferry, Provines or Laughery?

Many villages sprang up along Indiana canals of the 1830s and 40s. A few have hung onto life for no other reason than they are too stubborn to die. Sleepy little Laurel and Metamora in Franklin County—beautiful southern Indiana towns today, came into existence when the Whitewater Canal was promoted.

The same has happened along many of Indiana's railroads and though the rails may have been ripped up and gone for years, the little towns (some of them) continue. But most are slipping and sliding in this day of urban development.

Names of towns have been frequently changed and this was particularly true in early days when there were two places with the same name. Post offices just wouldn't go for that and something had to give. Indiana's Legislature vacated several places and said they were no longer towns! Some of these were:

Vienna in Jefferson County, which the Legislature ended; Edinborough in Dearborn, which was ordered to become a part of Lawrenceburg and Lamasco, in Vanderburgh, which was ordered to become a part of Evansville. Others legislated out of existence were New Lexington in Grant; Bairdstown in Harrison; Lebanon in Jackson; Cynthiana in Hamilton and Northampton in Harrison.

The Legislature changed the names of several places, too. Some of these were:

Newburg in Randolph County to Spartanburg; Greensborough, Edinburg and Ceylon in Franklin County to Blooming Grove, Drewersburg (then back to Edinburg) and Andersonville respectively; Carthage in Putnam to Mount Meridian; Middletown in Tippecanoe to West Point; Danville in Fayette to Fayetteville; Jacksonville in Brown to Nashville; Portersville in Porter to Valparaiso; Fullerton in Parke to Lodi (now Waterman); Jamestown in Henry to New Lisbon; Mongoquinong in LaGrange to Lima; Maukport in Harrison to New Market; Parkersburg in Montgomery to Faithville; Wilmington in Rush to Manilla; Paris in Lawrence to Bryantsville and Newton in Jasper to Rensselaer.

County commissioners of Bartholomew, for political reasons, changed Tiptonia to Columbus.

TRACES

Immigrants to Indiana in the very early days came in on buffalo trails. There was no other way unless they came by boat and not too many penetrated the wilderness in that manner.

Just as today, there were main highways, feeder routes and "backwoods" trails all over the place and most were made by the buffalo. Indians had used them for centuries and Indians could get just as lost in the deep forest as white men, so of necessity, they stuck to the buffalo traces. There was really no other way to travel on land.

George R. Wilson wrote an excellent little book on such things back in 1919 and named it EARLY INDIANA TRAILS AND SURVEYS. For those interested in such things it's well worth reading.

The main highway across southern Indiana was the old Buffalo Trace, running from the Ohio Falls to Vincennes and then, as the "Illinois Trace," across Illinois to St. Louis. Almost all the other main trails of southern Indiana joined or crossed the Buffalo Trace or were branches of it.

Among the better known southern traces were: The Saline or Salt, which ran from Vincennes south, crossed White River near Hazelton and the Patoka River about three miles north of Princeton, turned southwest toward the mouth of the Little Wabash River, then went on to the Salt Springs near Shawneetown, Illinois.

The Red Banks Trace which started at Henderson, Kentucky (once known as Red Banks), came through Evansville, on just west of present Fort Branch and Haubstadt, through Princeton and crossed the river at Patoka, then into Vincennes.

The Yellow Banks Trace which started at Owensboro, Kentucky (once known as Yellow Banks), went north through Rockport to Chrisney, Gentryville and northwestward through Warrick and Pike counties to the old Delaware Indian village at the forks of White River, near Rogers. A fork of the Yellow Banks Trace ran north from Gentryville through Dale, then on into Dubois County, near Portersville and northward into Daviess County.

The Vallonia Trace which ran southwest from that area through Washington and Scott counties (near the Pigeon Roost settlement), possibly on to the old Clark County seat, Springville, and then to the Falls of the Ohio.

Another southern Indiana trail was called the Buck Creek Trace, leading up from the Ohio in Harrison County. It crossed Buck Creek about two miles above its mouth, went northward through Corydon and on to the Buffalo Trace.

It is interesting to note that the majority of trails in southern and central Indiana eventually led to Vincennes! That must have once been a most important place for prehistoric men of this region.

The Ft. Wayne area had many ancient trails leading to it. One important one was the route leading in from the Wabash, called the Portage Trail, or as the Indians knew it, the portage to the Pa-wi-kam-sipi, or Little River. Another was the Eel River portage trail, northwest from Fort Wayne to the Eel River and westward toward Chicago. Another ran east and north to Detroit.

An old trail ran from Connersville to Muncie. It branched off near New Castle and went over to Anderson, across Hamilton County to Thorntown, then west across Montgomery County (near Linden)

and northwestward across Benton County into Illinois where it joined a large trace into Chicago.

The Pottawatomi Trail circled southern Lake Michigan from Chicago to Niles, Michigan. The Wea Trail was between Terre Haute and Thorntown. The great Sauk Trail, through Valparaiso, was part of a transcontinental path across North America!

Almost every county of Indiana has had Indian (or buffalo) trails through it. Most are no longer known and many never named. Early surveyors were instructed to note every major one that crossed their paths as they marked the section, range and township lines of Indiana. From their notes, Mr. Wilson's EARLY INDIANA TRAILS AND SURVEYS points out that it is possible to reconstruct all of the main trails by noting where they crossed various survey lines.

The first trail laid out by white men across Indiana was called Kibbey's Road, blazed by a Captain Ephraim Kibbey, who started it about 1799. It ran from Cincinnati to Vincennes and Kibbey almost lost his life while marking the road. He got lost from his party and found his way back to Cincinnati, almost a skeleton, after days of wandering in the woods trying to get his bearings. In 1820, Kibbey's Road, Wilson indicated, ran from Cincinnati fifteen miles to Burlington (Kentucky), ten miles to Rising Sun, 20 miles to Judge Cotton's (in Switzerland County), 20 miles to Madison, 17 miles to New Lexington (Scott County), 32 miles to Salem, 34 miles to French Lick, 17 miles to the east fork of White River, 20 miles to the north fork of White River and 16 miles in to Vincennes. At least the eastern end did not go in this manner, research reveals, for surveyors' notes of 1800 show Kibbey's Road near Manchester, Queensville and Brownstown.

By 1807 Governor William Henry Harrison announced that four main traces were opened across Indiana east and west and were patrolled by scouts and woodsmen to warn settlers of Indian attacks. He referred to them as the Buffalo, Patoka River, Haubstadt and Rome traces. North and south over southern Indiana, Harrison said, were four patrolled traces joining the Ohio River and the Buffalo Trace and named these as the Blue River, Yellow Banks (with two branches), Red Banks and Salt Traces.

Jacob Whetzel's famous trace from Laurel to Waverly was laid out by Whetzel (or Weddell) and his friends in 1817-18.

By 1820 a stage line was operating over the old Buffalo Trace, or parts of it. On some runs, the drivers went through Washington, Mt. Pleasant, Hindostan and Paoli.

WALAM OLUM

The Delaware Indians of the midwest were called one of the "permitted tribes" as they were permitted by the Miami to live in this region. They said their enemies, the Iroquois, had "made women of them" in war (in the early 1700's) and denied them the right to dispose of their lands or to fight.

The Delaware, like most Algonquin speaking tribes of the midwest were a migratory people, constantly bickering and battling with their neighbors, being chased off "their" lands and settling and resettling. Their legends and memory sticks told of their being on the east coast (around Delaware Bay) and in Pennsylvania regions before settling in the midwest. Long before that their wanderings had taken them from far northwestern reaches of the North American continent and some authorities say, from across the Bering Straits.

The Delaware, or Lenni Lenape, had a tribal chronicle called the Walam Olum, which was a pictographic record of their tribe. It was made up of symbols and pictures painted on sticks kept in order in bundles. Each symbol represented a verse to be sung, telling the history of the Delaware. Their wise men, down through generations covering hundreds of years, learned the verses and with the aid of the painted sticks could recall them. So their history and legends were preserved. There was no written language in any North American Indian tribe.

Parts of the Walam Olum record exist today in painted copies of the original sticks, along with some of the translated verses. A great deal of study has been done on them and considerable learned about the Delaware people and other Indians. These legends in the Walam Olum are divided into five books (really songs), each made up of a number of verses, the total number of which runs to 183. None of the sticks exist today.

Walam Olum has been translated to mean "painted record" or "red score" and it is obvious that this record was kept from generation to generation and added to as time went on and the tribe moved from one place to another.

Constantine S. Rafinesque (1783-1840) a professor of botany and history at Transylvania University in Lexington, Kentucky, from 1819 to 1825, first acquired some of the original Walam Olum from an unknown "Doctor Ward of Indiana" in 1820. He copied the pictures on the sticks. Later he was able to secure more of these sticks from other people, along with the songs accompanying them,

in the original language. In 1825 Rafinesque moved to Philadelphia and while there learned the Delaware tongue. By 1835 he had translated all the songs into English and in 1836 published them. He accompanied the songs with linguistic and historical notes but unfortunately did not print the pictographs or the Delaware text.

In 1848 Ephriam George Squier published additional information and copies of the pictures Rafinesque had done. In 1885 an ethnologist, Daniel G. Brinton, redrew all the pictures and included them, the Delaware text and his translation of all the verses in a volume entitled "The Lenape and Their Legends."

In 1954 the Indiana Historical Society, aided by Mr. Eli Lilly and many other authorities, re-did all that had been done before and added considerable information that had since been learned. The Society published all this in a monumental work entitled Walam Olum (Lakeside Press, Chicago and Crawfordsville, Indiana). The book is a masterpiece and well worth reading and studying by those interested in Indians and archeology of North America.

Mr. Lilly said that the most intriguing question in connection with the Walam Olum is how much of it is reasonably accurate history and how much mere romance. Both are undoubtedly present. He said that the Walam Olum was a genuine native production accepted by Brinton after careful study . . . and time has strengthened his position. The result of examination . . . by specialists in the fields of linguistics, archaeology, and ethnology . . . have been favorable in that they point to its genuineness.

It was in Indiana that the Delaware tribe made its last independent stand against encroaching white men and appropriate that the Indiana Historical Society publish the chronicle of the Lenni Lenape.

WHITE INDIANS?

Most of us are familiar with legends pertaining to Vikings settling in North America and possibly spreading into the interior, several centuries before Columbus made his Discovery.

Less known are legends about a Welsh expedition to this continent almost three centuries before the Discovery.

Truth is stranger than fiction but at times it is difficult to tell which is which. Take the case of white Indians of North America.

Too many legends exist, brought down from too many sources

to ignore the possibility of white men living on this continent for a long time before recorded history admits it.

In the writings of George Burder (London, 1787), the Rev. John P. Campbell (Chillicothe, Ohio), Gen. George Rogers Clark, John Filson, Cotton Mather, George Croghan, Capt. Abraham Chaplain (of Clark's army in Kaskaskias) and others, can be found references to white, bearded savages living among the Indians of North America.

Gen. Clark said he received information from Tobacco, chief of the Piankashaws and Col. (Alexander?) McKee stated that he received information from the great chief, Cornstalk, concerning tribes of white men in this immediate area.

Thomas A. Hinde, on May 30, 1824, wrote a most interesting letter, quoted by Jacob P. Dunn, in which he stated:

"In 1799 six soldiers' skeletons were dug up near Jeffersonville. Each skeleton had a breast-plate of brass, cast with the Welsh coat-of-arms, the mermaid and harp, with a Latin inscription, in substance: 'Virtuous deeds meet their just reward.' One of these plates was left by Captain Jonathan Taylor with Hubbard Taylor, of Clark County, and when called for by me in 1814, for John B. Campbell, of Chillicothe, Ohio, who was preparing notes on the antiquities of the west, I was informed that the breast-plate had been taken to Virginia by a gentleman of that state."

Strong tradition existed for many years around the Falls of the Ohio about a tribe of white Indians which occupied the country. This occupancy was terminated by a war with red Indians and the whites were driven, after many battles, to an island in the Ohio River. Eventually the island was taken and all white people annihilated.

Gen. Clark stated that there was an immense Indian graveyard below his home in Clarksville. He was told that it contained bones of ancient white people.

Other tales remain in many parts of the country. Rev. Morgan Jones, in 1660 was captured by the Tuscaroras and taken among the Doeg people on the Pontigo River, near Cape Atros in the Carolinas. There he found the Doeg tribe speaking Welsh and preached to them in that language and lived with them for several months.

George Catlin, artist-explorer, was much interested in tribes of the upper Missouri and said that some of them, from the color of their eyes and hair seemed to be more allied to the white race than

the red. He even thought that he found traces of the ancient British language among them.

The early French said that some tribes among the Padoucas and Matocantes were white people and very warlike. The Creek Indians knew them and respected them for they were numerous and strong.

Early travelers asserted that the Mandans and other Indians, some 700 miles up from the mouth of the Missouri, were nearly white and had several Welsh words in their language. Some believed that Mandan is a corruption of Madawgwys, or followers of Madawc.

It has been suggested that far-advanced dwellings such as Casa Montezuma and Casa Grande were planned and built under supervision of white men for the natives had a legend that a white, god-like man, whom they called Montezuma, appeared amongst them and instructed them in the ways of civilization and building construction, then disappeared. He promised to return but never did, though they watched for him for years.

The basis for all this might be traced to one Prince Madoc, son of Owain Gwynedd, a king of Wales. Madoc had several quarrelsome brothers and in the year 1170 got timber from the woods of Snowdon in the valley of Nant Gwynant, built two ships and sailed westward to find peace in a new land. Sir Thomas Herbert (in 1626) wrote that Madoc (or Madawc) reached Newfoundland, eslished a fort and left men there. Madoc returned to Wales and built a fleet of ten ships, attracted numerous men, women and children and sailed off with them to firmly establish a new kingdom.

With him were his brothers Einion, Riryd, and Idwal and others were to follow once they had built a strong colony in the New World.

Madoc and his people were never again heard from in Wales.

George Burder, writing in London in 1787, stated that a tomb was found in Mexico. In Welsh was inscribed on it,

> "Madoc op Owen was I called,
> Strong, tall, and comely, not enthrall'd
> With home-bred pleasures; but for fame,
> Through land and sea I sought the same."

With all the references we have on Prince Madoc it seems incredible that research cannot establish some firm information and truth about these people who came to America in 1170 AD. Are any of those Jeffersonville breast-plates still around?

WILDCATS or BANKS OF THE WABASH

Do we modern Hoosiers appreciate the good banks and conscientious bankers we have? Had we lived in Indiana about a century ago and experienced the money woes our forefathers did we'd be more appreciative of the safety and soundness of our financial institutions today.

In Indiana, in 1852, a "free banking" act became law and let loose a Pandora's box which took years to work out; many people suffering great loss because of a rash act.

Under that law it was possible for almost anyone to acquire a small amount of capital and start a bank. Theoretically a bank should have had a capitalization of $50,000.00, and specie (coin or bullion) in its vaults to the amount of 12% of its capital.

Once past these hurdles and chartered, a bank could start issuing its own bank notes (paper money) to be used by anyone as money, up to the total capital account of the bank. In other words, if a bank had a capitalization of $50,000.00 it could issue $50,000.00 of its own paper for circulation anywhere.

The law stated that if a bank failed to redeem notes it had issued in specie, on demand, the bank would be immediately closed.

The Auditor of Indiana was given the job of chartering the "free banks."

The joker in the deal was that a would-be banker did not have to have $50,000.00 in cash. He could put up U.S. bonds, Indiana bonds or *bonds of other states* as collateral with the Auditor and get a state charter.

As a result a speculator could go to a bond broker, make a small cash down payment and get $50,000.00 (or more) in bonds of one of the several staes. He then engaged an engraver and had printed up the same amount in paper money for his embryonic bank. With these in hand he called upon the Auditor of the state of Indiana, gave him his unpaid-for state bonds, selected a name for his bank, a place for it to be located, received his charter and authority from the state to pass off the bank notes as legal currency, all authorized and countersigned by an officer of the state of Indiana. Indiana, very fortunately, did not guarantee the bank notes to be good.

The brand new banker could then make loans using his bank notes as cash proceeds or he could pass off the "money" in any way he might wish; purchase property or trade it for other money. Within a few hours he could complete his entire transaction in

Indiana, create his bank and take off for parts unknown—within and without the state. Holders of such a bank's notes might have a rather hard time getting them exchanged for hard coin as a goodly percentage of these new "free" banks were located in such well known Indiana towns as Jackson, Rome, and Newville. A few were in places frequented mostly by wildcats, hence the name.

Lima (now LaGrange) had two "free banks"—one the La Grange Bank and the other the Peoples Bank. Newport had three in 1854—the Bank of North America, the Public Stock and the State Stock Security. Newville had two—with the punnish names of Upper Wabash Bank and the Wabash River Bank. There were two other Wabash River Banks—in Jasper and New Corydon. There was even a Canal Bank in Evansville.

Before the free banking days were over Indiana had ninety-one institutions of this type in operation. They were most all speculative and together put out about $10,000,000.00 in paper money. Most of it became worth a fraction of its face value.

Governor Wright was very much against free banks, being a "hard money" man. He vetoed the free banking bill but it passed over his veto and he sought reform in one legislature after another. Said he, "People without capital, but with credit sufficient to acquire a few thousand dollars in bonds could become bankers controlling millions of dollars." He asked that the law require bank directors to at least live in the county where the banks were quartered and that only U.S. and Indiana bonds be accepted for bank capitalization but nothing was done.

Ancient State Auditor's reports show the statement of condition of all these wildcat operations. Following is the total statement of the Bank of Albany, Albany, Indiana, 1854.

DR.		CR.	
Capital Stock	$86,000.00	Amount Due Depositors	$ 5,000.00
Gold on Hand	5,000.00	Amount of Notes Issued	86,000.00
Total	$91,000.00	Total	$91,000.00

When hard times struck (1857) and people began to take paper money back to these wildcat banks for exchange for gold, they simply closed their doors and went out of business. Within the first three years, fifty-one of the ninety-one banks had closed.

Many experienced "runs" and some which tried to be honest could not—their competitors incited runs and few could pay demands in specie. By 1861 there were only seventeen free banks operating.

The Civil War caused great financial problems, forcing more to go under. In 1886 the federal government, under prodding of Hoosier Hugh McCulloch, Comptroller of the Currency, placed a tax on notes of state banks in order to drive their paper out of circulation. The free banks could not afford the tax and withdrew their notes from circulation. Wildcat banking in Indiana was finished

But like Confederate currency, it's back in demand and collectors are willing to pay good hard cash for old Indiana wildcat bank notes. Francis Keith, of 60 Jenny Lane, Indianapolis, probably has the finest collection of this paper in existence today.

ACKNOWLEDGEMENTS

The Sesquicentennial Scrapbook series, one of a thousand facets in the activities of the Indiana Sesquicentennial Commission, has been furnished weekly, beginning in July 1965, to all newspapers of Indiana and some in surrounding states.

Completion of this series runs the total of articles to two hundred. Fifty articles are in this booklet.

A work of this scope has required the help of many interested persons and my thanks to all who have contributed in any way.

Particular mention must be made of Historical Society Librarian Caroline Dunn's efforts and her turning over to me the personal scrapbook of her father's, the late Jacob P. Dunn; of the help of State Archivist, Margaret C. Pierson and her staff, and Earl Anderson, particularly, in research among many an ancient tome and miles of microfilm; of Mrs. Hazel Hopper and her staff, in the Indiana Section of the State Library—their complete and unstinting and most generous endeavors; of the editing and advice freely given by Professor Hubert H. Hawkins, who serves as Director of the Indiana Historical Bureau; of the consideration given by Carl A. Zenor, Executive Director of the Sesqui. Commission and his staff—particularly his forgiveness as the hours slipped by in researching; of the many fine articles submitted by numerous historical writers and newspaper people over the state (several of which have been run in this series, with by-lines) ; of the valued assistance of Mrs. Barbara Haggard and Mrs. Linda Vandivier in reading proof and covering so many of my errors and lastly my thanks to the members of the Indiana Sesquicentennial Commission who desired that this booklet be published.

JIM GUTHRIE

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